NACOmatic

Effective: 21-Oct-2010
Expires: 18-Nov-2010



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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

BULLHEAD CITY, AZ

LAUGHLIN/BULLHEAD INTL ..... **RNAV (GPS) Rwy 16[12]**
RNAV (GPS) Rwy 34[34]
VOR/DME Rwy 34[15]

[1]NA when local weather not available.
[2]Categories A, B, 1200-2; Categories C, D, 1200-3.
[3]NA when control tower closed.
[4]Categories A, B, 1100-2; Categories C, D, 1100-3.
[5]Categories A, B, 2200-2; Categories C, D, 2200-3.

CEDAR CITY, UT

CEDAR CITY RGNL ..... **ILS Rwy 20**
VOR Rwy 20

Category D, 900-2¾.

DOUGLAS BISBEE, AZ

BISBEE DOUGLAS INTL ..... **VOR/DME or GPS Rwy 17**
VOR Rwy 17

NA when control zone not in effect.

ELKO, NV

ELKO RGNL..... **LDA/DME RWY 23[1]**
RNAV (GPS) Rwy 23[2]
VOR -A[3]
VOR/DME-B[4]

[1]Categories A,B, 900-2; Category C 1000-3; Category D, 1100-3.
[2]Categories A,B, 1400-2; Categories C,D, 1400-3.
[3]Categories A,B, 1500-2; Categories C,D, 1500-3.
[4]Categories A,B, 1200-2; Categories C,D, 1200-3.

NAME — ALTERNATE MINIMUMS

FLAGSTAFF, AZ

FLAGSTAFF PULLIAM ..... **ILS or LOC/DME Rwy 21[12]**
VOR-A[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C,D, 700-2.
[3]Categories A, B, 1300-2; Categories C, D, 1300-3.

FORT HUACHUCA-SIERRA VISTA, AZ

SIERRA VISTA MUNI-LIBBY AAF ..... **ILS or LOC Rwy 26**
NDB Rwy 26
RNAV (GPS) Rwy 8[1]
VOR Rwy 26

NA when control tower closed.
[1]Categories A, B, 1300-2; Categories C, D, 1300-3.

GLENDALE, AZ

GLENDALE MUNI ..... **RNAV (GPS) Rwy 1**

NA when local weather not available.

GRAND CANYON, AZ

GRAND CANYON NATIONAL PARK ..... **ILS or LOC/DME Rwy 3**

NA when control tower closed.
Category D, 700-2.

VALLE ..... **VOR/DME Rwy 19**

NA except for operators with approved weather reporting service.

KANAB, UT

KANAB MUNI ..... **RNAV (GPS) Rwy 1**

Category B, 1100-2; Category C, 1400-3.

KINGMAN, AZ

KINGMAN ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Y Rwy 21
VOR/DME Rwy 21

Category D, 800-2¼.

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NAME ALTERNATE MINIMUMS

LAKE HAVASU CITY, AZ

LAKE HAVASU CITY ..... **VOR/DME or GPS-A**
Categories A,B, 1000-2; Categories C, 1000-2¾; Category D, 1000-3.

LAS VEGAS, NV

HENDERSON EXECUTIVE ..... **RNAV (GPS)-B**[1]
VOR-C[2]
NA when local weather not available.
[1]Categories A,B, 1000-2; Category C, 1000-2¾.
[2]Categories A, B, 2400-2; Category C, 2400-3.

MC CARRAN INTL ..... **ILS or LOC Rwy 25L**[1]
ILS or LOC Rwy 25R[1]
ILS or LOC/DME Rwy 1L[2]
RNAV (GPS) Rwy 1R[3]
RNAV (GPS) Rwy 19L[45]
RNAV (GPS) Rwy 19R[45]
VOR/DME -A[2]
VOR Rwy 25L/R[3]
[1]ILS,LOC,Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾, Category E, 1400-3.
[2]ILS,LOC,Categories A,B, 900-2; Category C, 900-2½.
[3]Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾.
[4]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[5]NA when local weather not available.

NORTH LAS VEGAS ..... **ILS or LOC Rwy 12L**
NA when control tower closed.

LOVELOCK, NV

DERBY FIELD ..... **VOR or GPS-C**[1]
VOR/DME or GPS-A[2]
[1]Categories A,B, 1900-2; Categories C,D, 1900-3.
[2]Categories A,B, 900-2; Category C,900-2¾; Category D, 900-3.

MESA, AZ

FALCON FIELD ..... **NDB-A**
RNAV (GPS) Rwy 4L
RNAV (GPS) Rwy 4R
RNAV (GPS)-B
NA when control tower closed.

MILFORD, UT

MILFORD MUNI/BEN AND JUDY BRISCOE FIELD ..... **VOR or GPS-A**
Category D, 800-2½.

NAME ALTERNATE MINIMUMS

OGDEN, UT

OGDEN-HINCKLEY ..... **ILS Or LOC Rwy 3**[12]
RNAV (GPS) Y Rwy 3
RNAV (GPS) Z Rwy 3
NA when local weather not available.
[1]ILS, Category D, 700-2.
[2]NA when control tower closed.

PHOENIX, AZ

PHOENIX DEER VALLEY ..... **RNAV (GPS)-B**[12]
RNAV (GPS)-C[3]
RNAV(GPS) Rwy 7R[14]
RNAV (GPS) Rwy 25L[14]
[1]NA when local weather not available.
[2]Categories A, B, 1000-2; Category C, 1000-2¾.
[3]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.
[4]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

PHOENIX-
MESA GATEWAY ..... **ILS or LOC Rwy 30C**[12]
RNAV (GPS) Rwy 30C[1]
RNAV (GPS) Rwy 30L[3]
VOR or TACAN Rwy 30C[1]
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category E, 800-2¼.

PHOENIX
SKY HARBOR INTL ..... **ILS or LOC Rwy 7R**[1]
ILS or LOC Rwy 7L[1]
ILS or LOC Rwy 8[3]
ILS or LOC Rwy 25L[2]
ILS or LOC Rwy 26[2]
RNAV (GPS) Y Rwy 7R[2]
RNAV (GPS) Y Rwy 7L[2]
RNAV (GPS) Y Rwy 8[4]
RNAV (GPS) Y Rwy 25L[2]
RNAV (GPS) Y Rwy 25R[2]
RNAV (GPS) Y Rwy 26[2]
[1]ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[2]Category D, 800-2½.
[3]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[4]Category C, 800-2¼; Category D, 800-2½.

PRESCOTT, AZ

ERNEST A. LOVE FIELD .. **ILS/DME Rwy 21L**[12]
RNAV (GPS) Rwy 21L[4]
VOR Rwy 12[3]
[1]NA when control tower closed.
[2]ILS, Category C, 700-2; Category D, 900-3. LOC, Category D, 900-3.
[3]Category D, 900-3.
[4]Category D, 1000-3.

NAME ALTERNATE MINIMUMS

PRICE, UT

CARBON COUNTY RGNL/
BUCK DAVIS FIELD ..... **VOR/DME Rwy 36**
VOR Rwy 36[1]
Category C, 900-2½; Category D, 1100-3.
[1]Categories A, B, 2000-2; Categories C, D, 2000-3.

PROVO, UT

PROVO MUNI .. **ILS or LOC/DME Rwy 13,**700-2
NA when control tower closed.

RENO, NV

RENO/TAHOE INTL ..... **ILS Rwy 16R,** 2100-7[1]
ILS or LOC/DME Rwy 34L[2]
LOC Rwy 16R[3]
RNAV (GPS) X Rwy 34L[4]
RNAV (GPS) X Rwy 34R[4]
RNAV (GPS) Y Rwy 16L[5]
RNAV (GPS) Y Rwy 16R[6]
RNAV (RNP) Z Rwy 16R, 800-2½
VOR-D, 1600-3
[1]LOC, NA.
[2]ILS,LOC, Categories A,B, 1000-2; Category C, 1000-2¾.
[3]Categories A,B, 1600-2; Categories C,D, 1600-3; Category E, 2400-3.
[4]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[5]Categories A,B, 1400-2; Categories C,D, 1400-3.
[6]Categories A,B, 1800-2; Categories C,D, 1800-3.

SAFFORD, AZ

SAFFORD RGNL ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

ST. GEORGE, UT

ST. GEORGE MUNI ..... **RNAV (GPS) Rwy 34**[1]
VOR or GPS-B,1300-2[2]
VOR-C,1800-3[2]
VOR/DME Rwy 34[23]
[1]Categories A,B 1100-2¼; Categories C,D, 1100-3.
[2]NA except for operators with approved weather reporting service.
[3]Category C, 800-2¼; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

ST. JOHNS, AZ

ST. JOHNS
INDUSTRIAL AIRPARK .... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR/DME-A
NA when local weather not available.

SCOTTSDALE, AZ

SCOTTSDALE ..... **RNAV (GPS)-D**[1]
RNAV (GPS)-E[1]
VOR or GPS-A[23]
VOR-C[14]
[1]NA when local weather not available.
[2]NA when Scottsdale altimeter not available.
[3]Categories A, B, C, 1100-3.
[4]Categories A, B, 1000-2; Category C, 1000-3.

TONOPAH, NV

TONOPAH ..... **VOR or GPS-A**
Category D, 800-2¼.

TOOELE, UT

BOLINDER FIELD-
TOOELE VALLEY ..... **ILS or LOC/DME Rwy 17**[1]
RNAV (GPS) Rwy 17
NA when local weather not available.
[1]ILS, Category D, 700-2.

TUCSON, AZ

TUCSON INTL ..... **ILS or LOC Rwy 11L**[1]
LOC/DME BC Rwy 29R[2]
RNAV (GPS) Z Rwy 11L[2]
RNAV (GPS) Rwy 29R[2]
RNAV (GPS) Rwy 3[3]
RNAV (GPS) Rwy 29L[4]
RNAV (GPS) Z Rwy 29R[2]
VOR or TACAN Rwy 11L[2]
VOR/DME or TACAN Rwy 29R[5]
[1]ILS,LOC, Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1100-3.
[2]Category E, 1100-3.
[3]Categories A,B,C,D, 800-2¼.
[4]Category D, 800-2¼.
[5]Category E, 1200-3.

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NAME ALTERNATE MINIMUMS

WENDOVER, UT

WENDOVER ..... **VOR/DME-B**[1]
VOR/DME or TACAN Rwy 26[2]

[1]Categories A,B, 1700-2; Categories C,D,E, 1700-3.
[2]Category E, 800-2¾.

WINDOW ROCK, AZ

WINDOW ROCK ..... **RNAV (GPS) Rwy 2**[1]
RNAV (GPS)-B[2]
VOR/DME-A[3]

[1]Category C, 800-2¼.
[2]Categories A, B, 1000-2; Category C, 1000-3.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.

WINNEMUCCA, NV

WINNEMUCCA MUNI .... **RNAV (GPS) Rwy 14**[12]
RNAV (GPS) Rwy 32[1]
VOR/DME Rwy 14[3]

[1]NA when local weather not available.
[2]Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 1300-3.

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DAVIS-MONTHAN AFB (KDMA), AZ (Tucson) (Amdt 1, 10294 USAF) ELEV 2704

RADAR[1] - **(E)** 118.5 125.1 318.1 297.2

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	30	3.0°/59/1320	ABCDE	**2954**/40	250	(300-¾)
	12	3.0°/59/950	ABCDE	**2839**/40	250	(200-¾)

[1]No NOTAM MP 1100-1300Z dly. PAR opr 1700-0300Z wkd or termination of A10 flying (contact scheduling for times at DSN 228-5777).

FALLON NAS (KNFL), (VAN VOORHIS FIELD), NV (10210 USN) ELEV 3934

RADAR[1] - **(E)** 118.3x 121.875x 262.8x 275.6x 310.6x 345.2x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	31L	3.5°/55/906	ABCDE	**4126**-¾	200	(200-¾)
	31R	3.5°/54/872	ABCDE	**4128**-¾	200	(200-¾)
	13L	3.0°/46/885	ABCDE	**4134**-¾	200	(200-¾)
	13R	3.0°/48/915	ABCDE	**4134**-¾	200	(200-¾)
	7	3.0°/36/672	ABCDE	**4129**-¾	200	(200-¾)
ASR	31R		ABCDE	**4200**-1	272	(300-1)
	31L		ABCDE	**4200**-1	274	(300-1)
	13R		ABCD	**4260**-1	326	(400-1)
			E	**4260**-1¼	326	(400-1¼)
	13L		ABC	**4280**-1	346	(400-1)
			DE	**4280**-1¼	346	(400-1¼)
	7		AB	**4340**-1	411	(500-1)
			CD	**4340**-1¼	411	(500-1¼)
			E	**4340**-1½	411	(500-1½)
CIR	All Rwy		AB	**4400**-1	466	(500-1)
			C	**4400**-1½	466	(500-1½)
			D	**4520**-2	586	(600-2)
			E	**4980**-3	1046	(1100-3)

CAUTION: ATC Missed Approach Minimum Climb Rate to 7400

PAR/ASR	Rwy	Knots	60	120	180	240	300	360
	7	FPM	260	520	780	1040	1300	1560
	13L/R	FPM	260	520	780	1040	1300	1560
	31L/R	FPM	270	540	810	1080	1350	1620

[1]No-NOTAM MP sked: PAR-2200-0000Z++ Thu, ASR-1500-1700Z++ Wed, when ceil-vis 3000-5 and above.

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FORT HUACHUCA/SIERRA VISTA, AZ Amdt. 4A, OCT 22, 2009 (FAA) ELEV 4719

SIERRA VISTA MUNI-LIBBY AAF

RADAR[1] - (E) 127.05 254.35 NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[2]	8		ABCDE	**4919**-¾	200	(200-¾)				
	26		ABCDE	**4829**-¾	200	(200-¾)				
ASR	26		ABC	**5000**-1	371	(400-1)	DE	**5000**-1¼	371	(400-1¼)
	8		AB	**5440**-1	721	(800-1)	C	**5440**-2	721	(800-2)
			D	**5440**-2¼	721	(800-2¼)	E	**5440**-2½	721	(800-2½)
CIR[3]	26		A	**5100**-1	381	(400-1)	B	**5180**-1	461	(500-2)
			C	**5180**-1½	461	(500-1½)	D	**5280**-2	561	(600-2)
			E	**5400**-2½	681	(700-2½)				
	8		AB	**5440**-1	721	(800-1)	C	**5440**-2	721	(800-2)
			D	**5440**-2¼	721	(800-2¼)	E	**5440**-2½	721	(800-2½)

[1]Opr 1500-2300Z Monday-Friday, except for holidays. [2]No NOTAM maintenance period 1500-1900Z on the first Thursday of the month. [3]Circling not authorized south of runways 8 and 30.

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YUMA MCAS/YUMA INTL (KNYL), AZ (09323 USN) ELEV 213

RADAR - (E) 120.9x 124.15x 125.55x 125.95x 254.0x 270.8x 278.7x 286.0x 301.2x 305.2x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	3L	3.0°/54/1018	ABCDE	295-½	100	(100-½)
	21R[1]	3.0°/54/1067	ABCDE	393-½	200	(200-½)
PAR 3R SIDESTEP			AB	520-1	332	(400-1)
			C	520-1½	332	(400-1½)
			DE	520-2	332	(400-2)
PAR 21L SIDESTEP			ABC	600-1¾	393	(400-1¾)
			DE	600-2¼	393	(400-2¼)
PAR W/O GS 3L			ABCD	520-1	325	(400-1)
			E	520-1¼	325	(400-1¼)
PAR W/O GS 3R SIDESTEP			AB	520-1	332	(400-1)
			C	520-1½	332	(400-1½)
			DE	520-2	332	(400-2)
PAR W/O GS 21R[2]			AB	600-½	407	(400-½)
			CD	600-¾	407	(400-¾)
			E	600-1	407	(400-1)
PAR W/O GS 21L SIDESTEP			ABC	600-1¾	393	(400-1¾)
			DE	600-2¼	393	(400-2¼)
ASR	3L		ABC	540-1	345	(400-1)
			DE	540-1¼	345	(400-1¼)
	3R		AB	600-1	412	(400-1)
			CD	600-1¼	412	(400-1¼)
			E	600-1½	412	(400-1½)
	21L		ABC	600-1	393	(400-1)
			D	600-1¼	393	(400-1¼)
			E	600-1½	393	(400-1½)
	21R[3]		AB	620-½	427	(500-½)
			C	620-¾	427	(500-¾)
			DE	620-1	427	(500-1)
CIR[4]	ALL RWY		AB	700-1	487	(500-1)
			C	700-1½	487	(500-1½)
			D	780-2	567	(600-2)
			E	800-2	587	(600-2)

[1]When ALS inop, increase CAT ABCDE vis to ¾ mile. [2]When ALS inop, increase CAT AB vis to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. [3]When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1¼ miles, CAT DE to 1½ miles. [4]When circling from PAR W/O GS Rwy 21R, increase CAT ABC vis to 1¾ miles, CAT DE to 2¼ miles.

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

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NAME	TAKE-OFF MINIMUMS

BATTLE MOUNTAIN, NV

BATTLE MOUNTAIN (BAM)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ a min climb of 282' per NM to 7300 or 4700-3 for climb in visual conditions. **Rwy 12,** std. w/ a min climb of 386' per NM to 7600 or 4700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 8200 before proceeding on course or climb in visual conditions to cross Battle Mountain Airport at or above 9100 before proceeding on course. **Rwy 12,** climb heading 122° and BAM R-076 to 10000 before proceeding on course or climb in visual conditions to cross Battle Mountain Airport at or above 9100 before proceeding on course. **Rwy 21,** climb direct BAM VORTAC and BAM R-205 to 10100 before proceeding on course. **Rwy 30,** climb heading 302° and BAM R-324 to 9100 before proceeding on course.

BEAVER, UT

BEAVER MUNI

TAKE-OFF MINIMUMS: **Rwys 7, 25,** NA-obstacles. **Rwys13, 31,** 2600-2¾ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 13, 31,** climb in visual conditions to cross Beaver Muni Airport Northwestbound at or above 8300 then climb to 10100 via MLF VORTAC R-102 to MLF VORTAC. Do not exceed 210 KIAS until established on MLF VORTAC R-102.

NAME	TAKE-OFF MINIMUMS

BLANDING, UT

BLANDING MUNI

TAKE-OFF MINIMUMS: **Rwy 35**, 800-1 or std. with a min. climb of 350 feet per NM to 6700.

DEPARTURE PROCEDURE: **Rwy 17,** turn left. **Rwy 35**, turn right climb to 9000 via heading 090° and DVC R-223 to DVC VORTAC, then continue climb on course to MEA.

BRIGHAM CITY, UT

BRIGHAM CITY (BMC)
AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** std. w/ min. climb of 325' per NM to 5300 or 5100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn heading 207° and OGD R-331 to OGD VORTAC before proceding on course. **Rwy 35,** climbing left turn heading 207° and OGD R-331 to OGD VORTAC or for climb in visual conditions: cross Brigham City airport southbound at or above 9200 then via OGD R-351 to OGD VORTAC before proceding on course.

NOTE: **Rwy 17,** poles 266' from DER, 558' right of centerline, 30' AGL/4258' MSL.

BRYCE CANYON, UT

BRYCE CANYON (BCE)

ORIG 10266 (FAA)

DEPARTURE PROCEDURE: use BRYCE DEPARTURE.

BULLHEAD CITY, AZ

LAUGHLIN/BULLHEAD INTL (IFP)

AMDT 1 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ a min. climb of 370' per NM to 1800, or 1700-3 for climb in visual conditions. **Rwy 34,** std. w/ a min. climb of 495' per NM to 5500, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb via heading 164° and EED VORTAC R-334 to EED VORTAC, or for climb in visual conditions: cross Laughlin/Bullhead Intl airport at or above 2300, then continue climbing via heading 155° and EED VORTAC R-335 to EED VORTAC. **Rwy 34,** climb via heading 344° to 1600, then climbing right turn direct EED VORTAC, or for climb in visual conditions: cross Laughlin/Bullhead Intl airport at or above 2300, then continue climbing via heading 155° and EED VORTAC R-335 to EED VORTAC. **All Aircraft** climb in EED VORTAC holding pattern (East, right turn, 257° inbound) to cross EED VORTAC at or above MEA for direction of flight before proceeding on course.

NOTE: **Rwy 16,** multiple bushes beginning 3600' from DER, left of centerline, up to 12' AGL/1029' MSL. **Rwy 34,** multiple poles beginning 2211' from DER, right of centerline, up to 105' AGL/821' MSL.

CARSON CITY, NV

CARSON (CXP)

ORIG 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 9,** use JIMPA DEPARTURE.

CASA GRANDE, AZ

CASA GRANDE MUNI

DEPARTURE PROCEDURE: **Rwy 5**, right turn. **Rwy 23**, climb direct TFD VORTAC. Continue climb in holding pattern (SW, right turn, 048° inbound) to MEA for direction of flight.

CEDAR CITY, UT

CEDAR CITY RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, 3500-3 or std. with a min. climb of 450' per NM to 10000.

DEPARTURE PROCEDURE: **Rwys 20, 26**, turn right. **Rwys 2,8**, turn left, climb direct to CDC VOR/DME, continue climb to 9000 via R-348. Northbound continue on course. All others reverse course, climb to cross CDC VOR/DME at or above MCA for direction of flight.

CHANDLER, AZ

CHANDLER MUNI

DEPARTURE PROCEDURE: **Rwy 4R,** climbing left turn heading 220°. **Rwys 22L,22R,** climbing left turn heading 190°. **All Aircraft,** continue climb via TFD R-350 to TFD VORTAC.

NOTE: **Rwy 4L,** multiple towers and buildings beginning 69' from departure end of runway, 397' left of centerline, up to 80' AGL/1319' MSL.

CHANDLER, AZ (CON'T)

STELLAR AIRPARK

DEPARTURE PROCEDURE: **Rwy 17**, turn left, climb via heading 150°. **Rwy 35**, turn right. **All aircraft** climb via TFD R-350 direct TFD VORTAC.

NOTE: **Rwy 17,** tower and signs beginning 574' from departure end of runway, 183' right of centerline, up to 50' AGL/1124' MSL. Sign 611' from departure end of runway, 365' left of centerline, 42' AGL/1214' MSL.

CLIFTON/MORENCI, AZ

GREENLEE COUNTY (CFT)

ORIG 10210 (FAA)

DEPARTURE PROCEDURE: Use SAN SIMON DEPARTURE.

COLORADO CITY, AZ

COLORADO CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 2,** NA.

DEPARTURE PROCEDURE: **Rwy 11,** turn right. **Rwys 20, 29,** turn left. **All aircraft** climb to 7400 via the 160° bearing from AZC NDB then continue climb on course.

COOLIDGE, AZ

COOLIDGE MUNI

DEPARTURE PROCEDURE: **Rwys 5,35,** climbing left turn heading 280° to intercept TFD R-063, then via R-063 to TFD VORTAC before proceeding on course. **Rwy 17,** climbing right turn heading 240° to intercept TFD R-090, then via R-090 to TFD VORTAC before proceeding on course. **Rwy 23,** climb runway heading to intercept TFD R-090, then via R-090 to TFD VORTAC before proceeding on course.

DAVIS-MONTHAN AFB (KDMA)

TUCSON, AZ. 07186

Diverse departures not authorized, use published departure procedure for obstacle avoidance.

TAKE-OFF OBSTACLES: **Rwy 12**: Terrain 0' AGL/2707' MSL, 81' from DER, 500' left of centerline. Terrain 0' AGL/2707' MSL, 46' from DER, 512' left of centerline. Terrain 0' AGL/2707' MSL, 16' from DER, 500' left of centerline. Terrain 0' AGL/2706' MSL, 0' from DER, 200' left of centerline. **Rwy 30**: Terrain 0' AGL/2592' MSL, 0' from DER, 106' left of centerline. Terrain 0' AGL/2592' MSL, 7' from DER, 97' left of centerline. Terrain 0' AGL/2592' MSL, 0' from DER, 484' right of centerline. Terrain 0' AGL/2592' MSL, 13' from DER, 493' right of centerline. Vehicle 11' AGL/2615' MSL, 1017' from DER, 477' left of centerline. Terrain 0' AGL/2612' MSL, 237' from DER, 590' left of centerline.

21 OCT 2010 to 18 NOV 2010

DELTA, UT

DELTA MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** std. with a min. climb of 412' per NM to 6600, or 1800-3 for climb in visual conditions. Climb in visual conditions NA at night. **Rwy 12,** NA-terrain. **Rwy 30,** NA-airspace.

DEPARTURE PROCEDURE: **Rwy 17,** climb via DTA VORTAC R-347 to DTA VORTAC, or climb in visual conditions to cross departure end of runway southbound at or above 6400, then via DTA VORTAC R-347 to DTA VORTAC, thence...**Rwy 35,** climb via heading 346° to 5800, then climbing left turn via heading 180° and DTA VORTAC R-310 to DTA VORTAC, thence...

...climb in holding pattern (hold south, left turn, 004° inbound) to cross DTA VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 17,** trees 1598' from departure end of runway, 62' right of centerline, 60' AGL/4799' MSL.

DOUGLAS BISBEE, AZ

BISBEE- DOUGLAS INTL

DEPARTURE PROCEDURE: Climb to 5700 in holding pattern, right turn to 140 inbound DUG VORTAC, then assigned route. CAT C, D turbojets climb not to exceed 250 kts. to 8000.

DUCHESNE, UT

DUCHESNE MUNI

DEPARTURE PROCEDURE: Climb direct to MTU VORTAC to depart at or above 7200 eastbound or 10000 westbound.

ELKO, NV

ELKO RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 2500-3 or std. with a min. climb of 330' per NM to 8000. **Rwy 23**, 2500-3 or std. with a min. climb of 340' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 6000, then climbing right turn direct BQU VOR/DME, then...

Rwy 23, (V32 Southwest) climb to 6000, then climbing left turn heading 200° to intercept BQU R-241 (V32).

Rwy 23, all others climb runway heading to 6000, then climbing left turn direct BQU VOR/DME, then...

climb in BQU VOR/DME holding pattern (S, left turns, 340° inbound) to cross BQU VOR/DME at the MEA/MCA/MOCA for direction of flight.

ELY, NV

ELY AIRPORT-YELLAND FIELD

TAKE-OFF MINIMUMS: **Rwys 30,36**, 3000-2 or std. with a min. climb of 700' per NM to 10000.

DEPARTURE PROCEDURE: **Rwys 12,30,36**, right turn; **Rwy 18**, straight ahead; intercept . ELY VOR/DME R-150 to 10000. Aircraft departing on V293 southeast climb on course to MEA. Departures V269 or V293 northbound, reverse course to the left, continue climb to cross ELY VOR/DME at or above 12000.

FALLON, NV

FALLON MUNI (FLX)

AMDT 1 10154 (FAA)

DEPARTURE PROCEDURE: **Rwy 21,** climbing right turn...**Rwys 3, 13, 31,** climbing left turn...

...to 9300 direct HZN VORTAC, continue climb in HZN VORTAC holding pattern (West, left turns, 075° inbound) cross HZN VORTAC at or above 9300 before proceeding on course, continue climb to MEA or assigned altitude.

NOTE: **Rwy 3,** vehicle on road 39' from DER, 306' right of centerline, 15' AGL/3971' MSL. Tree 111' from DER, 424' left of centerline 25' AGL/3988' MSL. Tree 364' from DER, 272' right of centerline, 25' AGL/3988' MSL. **Rwy 13,** trees beginning 3' from DER, 494' right of centerline, up to 25' AGL/4021' MSL. Vehicle on road beginning 22' from DER, 80' left of centerline, up to 15' AGL/3978' MSL. **Rwy 21,** vehicle on road 477' from DER, 241' left of centerline, 15' AGL/3984' MSL. Tree 710' from DER, 75' left of centerline, 25' AGL/3994' MSL. **Rwy 31,** trees beginning 52' from DER, 159' right of centerline, up to 25' AGL/3975' MSL. Trees beginning 111' from DER, 140' left of centerline, up to 25' AGL/3981' MSL.

FALLON NAS(VAN VOORHIS FLD)(KNFL)

FALLON, NV. 10154

TAKE-OFF MINIMUMS: **Rwy 13L/R,** Diverse departures authorized 131° CW 311°, standard with minimum climb rate of 245 ft/NM to 7200. **Rwy 31L/R,** Diverse departures authorized 083° CCW 131°, standard with minimum climb rate of 225 ft/NM to 7200. **Rwy 7,** Diverse departures authorized, standard with minimum climb rate of 295 ft/NM to 12,200 (Civil) or 275 ft/NM to 12,000 (Military). **Rwy 25,** Diverse departures authorized 132° CW 073°, standard with minimum climb rate of 250 ft/NM to 12,200 (Civil) or 240 ft/NM to 12,000 (Military).

FLAGSTAFF, AZ

FLAGSTAFF PULLIAM

DEPARTURE PROCEDURE: **Rwy 3,** turn right. **Rwy 21,** turn left. Aircraft departing FLG R-160 CW R-175 climb on course. All others climb southbound on FLG R-172 to 9000, then climbing left turn direct FLG VOR/DME.

FORT HUACHUCA-SIERRA VISTA, AZ

SIERRA VISTA MUNI-LIBBY AAF (FHU)

AMDT 2A 10294 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, NA.

DEPARTURE PROCEDURE: **Rwys 3,8,12**, turn left. **Rwys 26,30**, turn right. **All Aircraft** climb to 9500 to TOMBS INT via FHU VOR R-021 or 018° bearing from DAO NDB.

GLENDALE, AZ

GLENDALE MUNI

TAKE-OFF MINIMUMS: **Rwy 19,** NA-ATC.

DEPARTURE PROCEDURE: **Rwy 1,** Use DRAKE (RNAV) DEPARTURE.

GLOBE, AZ

SAN CARLOS APACHE (P13)

ADMT 2 08101 (FAA)

DEPARTURE PROCEDURE: Use IZTIR DEPARTURE.

GOODYEAR, AZ

PHOENIX GOODYEAR

TAKE-OFF MINIMUMS: **Rwy 3,** NA-ATC.

DEPARTURE PROCEDURE: **Rwy 21,** Use POTER DEPARTURE.

GRAND CANYON, AZ

GRAND CANYON NATIONAL PARK

TAKE-OFF MINIMUMS: **Rwy 3,** NA-environmental.

DEPARTURE PROCEDURE: **Rwy 21,** use GRAND DEPARTURE.

HEBER CITY, UT

HEBER CITY MUNI-RUSS MCDONALD FIELD

DEPARTURE PROCEDURE: **Rwy 3,** Use COOLI RNAV DEPARTURE.

HILL AFB (KHIF)

OGDEN, UT

Diverse departures not authorized, use radar vectors or published Departure Procedures (DP) for obstacle avoidance.

HUNTINGTON, UT

HUNTINGTON MUNI (69V)

AMDT 2A 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 26, 36**, NA. **Rwy 30**, 1700-3 or std. with a min. climb of 300' per NM to 8100.

DEPARTURE PROCEDURE: **Rwys 8, 12,** climbing left turn direct PUC VOR/DME...

Rwy 30, climbing right turn direct PUC VOR/DME....

...continue climb in PUC VOR/DME holding pattern (hold S, right turns, 009° inbound) to MEA for direction of flight.

NOTE: **Rwy 8,** tree 2663' from DER, 922' left of centerline, 40' AGL/5979' MSL. **Rwy 12,** tree 333' from DER, 132' right of centerline, 40' AGL/5919' MSL. **Rwy 30,** tree 2065' from DER, 875' left of centerline, 40' AGL/5999' MSL.

KANAB, UT

KANAB MUNI (KNB)

AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. with min. climb of 742' per NM to 6600, or 1100-3 with min. climb of 535' per NM to 6900, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 19,** climb heading 171° to 6800 before turning. **Rwy 1,** climb heading 006° to 6100 before turning, or for climb in visual conditions, cross Kanab Muni airport at or above 7100 before proceeding on course.

NOTE: **Rwy 1,** vent on building 554' from DER, 370' left of centelrine, 16' AGL/4884' MSL. Trees beginning 1138' from DER, 302' left of centerline, up to 100' AGL/5939' MSL. Rising terrain and trees beginning 1.68 NM from DER, 247' right of centerline, up to 100' AGL/5239' MSL. Rising terrain and trees beginning 1.76 NM from DER, 766' left of centerline, up to 100' AGL/5599' MSL. Rising terrain beginning 3.5 NM from DER, left and right of centerline, up to 6359' MSL. **Rwy 19,** trees beginning 271' from DER, 506' right of centerline, up to 100' AGL/4899' MSL.

KINGMAN, AZ

KINGMAN

TAKE-OFF MINIMUMS: **Rwys 3,17,21,35**, 800-1 or std. with a min. climb of 210' per NM to 7000.

DEPARTURE PROCEDURE: Climb northbound on IGM R-010 until reaching 6000; reverse course to the left and continue climb to 9000 direct to IGM. If unable to cross IGM at 9000 continue climb in IGM holding pattern (SW, left turns, 027° inbound).

LAGUNA AAF (LGF)

YUMA PROVING GROUND, AZ (03247)

Rwy 6, 18, 36 turn right, climb to 3600 direct BZA VORTAC.

Rwy 24 climb to 3600 direct to BZA VORTAC.

TAKE-OFF OBSTACLES:

Rwy 18: 386' (6' AGL) windsock, 818' from departure end of rwy, 194' left of centerline.

LAKE HAVASU CITY, AZ

LAKE HAVASU CITY

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1½ or std. w/ min. climb of 278' per NM to 1200. **Rwy 32,** 600-1½ or std. w/ min. climb of 492' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn heading 300° to intercept EED VORTAC R-155 to EED VORTAC, climb in EED VORTAC holding pattern (east, right turn, 257° inbound) to cross EED VORTAC at or above airway MEA for route of flight. **Rwy 32,** climbing left turn heading 290° to intercept EED VORTAC R-155 to EED VORTAC, climb in EED VORTAC holding pattern (east, right turn, 257° inbound) to cross EED VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 14,** obstruction light on transmission tower, 1.2 NM from departure end of runway, 1885' left of centerline, 151' AGL/1027' MSL. Transmission tower 1.4 NM from departure end of runway, 1953' left of centerline, 145' AGL/1058' MSL. Bush 1080' from departure end of runway, 500' left of centerline, 31' AGL/825' MSL. Terrain 145' from departure end of runway, 347' left of centerline, 14' AGL/797' MSL. Bush 1256' from departure end of runway, 255' left of centerline, 35' AGL/818' MSL. **Rwy 32,** obstruction light on transmission tower 4052' from departure end of runway, 932' right of centerline, 180' AGL/974' MSL. Transmision tower 2504' from departure end of runway, 1009' right of centerline, 112' AGL/903' MSL.

21 OCT 2010 to 18 NOV 2010

LAS VEGAS, NV

HENDERSON EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 17L/R,** Cat A/B std. with a min. climb of 491' per NM to 6000, or 2100-3 for climb in visual conditions, Cat C/D NA. **Rwy 35L/R,** Cat A/B std. with a min. climb of 312' per NM to 4700, or 2100-3 for climb in visual conditions, Cat C/D NA.

DEPARTURE PROCEDURE: **Rwy 17L/R,** climbing right turn via LAS R-157 to LAS VORTAC before proceeding on course, or for climb in visual conditions: Cross Henderson Executive Airport eastbound at or above 4500, then via BLD R-249 to BLD VORTAC. **Rwy 35L/R,** climbing right turn via BLD R-257 to BLD VORTAC before proceeding on course, or for climb in visual conditions: Cross Henderson Executive Airport eastbound at or above 4500, then via BLD R-249 to BLD VORTAC.

NOTE: **Rwy 17L,** tree 5610' from departure end of runway, 82' left of centerline, 100' AGL/2739' MSL. Tree 1.9 miles from departure end of runway, 1495' left of centerline, 100' AGL/2859' MSL. **Rwy 17R,** tree 4041' from departure end of runway, 859' left of centerline, 100' AGL/2739' MSL.

MCCARRAN INTL (LAS)
AMDT 6 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 19L/R,** std. w/ min. climb of 210' per NM to 2600. **Rwy 25R,** 300-2 or standard with a minimum climb of 230' per NM to 2600.

DEPARTURE PROCEDURE: **Rwys 1L/R,** climbing right turn direct BLD VORTAC before proceeding on course. **Rwys 7L/R,** climb heading 075° to 3700, then climbing right turn direct BLD VORTAC before proceeding on course. **Rwys 25 L/R,** climb heading 255° to 2800 ,then climbing right turn direct BLD VORTAC before proceeding on course. **Rwys 19 L/R,** climbing left turn via heading 120° and BLD R-257 direct BLD VORTAC before proceeding on course.

NOTE: **Rwy 1L,** building 1508' from DER, 463' left of centerline, 71' AGL/2146' MSL. Pole 453' from DER, 283' left of centerline, 38' AGL/2118' MSL. Sign 1042' from DER, 694' left of centerline, 35' AGL/2124' MSL. **Rwy 1R,** sign 1331' from DER, 448' right of centerline, 60' AGL/2120' MSL. Vents 604' from DER, 539' right of centerline, up to 17' AGL/2095' MSL. **Rwy 7L,** trees 761' from DER, left and right of centerline, up to 42' AGL/2074' MSL. Pole 747' from DER, 442' right of centerline, 25' AGL/2057' MSL. **Rwy 7R,** tower 1457' from DER, 847' right of centerline, 65' AGL/2096' MSL. **Rwy 19L,** multiple buildings, trees and poles 1394' from DER, 251' right of centerline, up to 96' AGL/2284' MSL. Sign 2181' from DER, 1062' right of centerline, 36' AGL/2236' MSL. **Rwy 19R,** trees 1563' from DER, 329' left of centerline, up to 55' AGL/ 2236' MSL. Multiple buildings, signs and poles 197' from DER, 59' right of centerline, up to 75' AGL/2291' MSL. **Rwy25L,** multiple poles, sign and buildings 1003' from DER, 145' left of centerline, up to 97' AGL/2291' MSL. Tree 2837' from DER, 1008' left of centerline, 72' AGL/2230' MSL. Railroad 2564' from DER, 773' left of centerline, 66' AGL/2223' MSL. **Rwy 25R,** multiple poles and trees 533' from DER, 1' left of centerline, up to 271' AGL/2457' MSL. Building 1822' from DER, 652' left of centerline, 59' AGL/2238' MSL. Roads 669' from DER, 17' right of centerline, up to 29'AGL/2208' MSL.

LAS VEGAS, NV (CON'T)

NORTH LAS VEGAS (VGT)
AMDT 3 08045 (FAA)

DEPARTURE PROCEDURE: Use BOULDER CITY DEPARTURE.

LOGAN, UT

LOGAN-CACHE (LGU)
AMDT 8 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10,28 ,**NA-obstacles.

DEPARTURE PROCEDURE: **Rwys 17, 35,** use ORNEY DEPARTURE.

LOVELOCK, NV

DERBY FIELD (LOL)
ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 2300-2 or std. with a min. climb of 300' per NM to 6200. **Rwy 7**, 1100-1 or std. with a min. climb of 250' per NM to 5000. **Rwys 19, 25**, 2300-2 or std. with a min. climb of 260' per NM to 6200.

DEPARTURE PROCEDURE: **Rwy 1,** turn right. **Rwys 7,19,25,** turn left, climb direct LLC VORTAC. Aircraft departing 330° CW 359° climb via LLC R-333 to ROBUD INT; 360° CW 089° climb in LLC VORTAC holding pattern (hold NW, left turns, 153° inbound) to depart LLC VORTAC at or above 8600; 090° CW 219° climb on course; 220° CW 329° climb in LLC VORTAC holding pattern to depart LLC VORTAC at or above 8600. Continue climb on course to MEA or assigned altitude.

LUKE AFB (KLUF)

GLENDALE, AZ . . . . . AMDT 3, 09183

Diverse departures not authorized.

Use published DP, if unable to comply with DP notify clearance delivery and request RADAR Vectors.

TAKE-OFF OBSTACLES:

RWY 3L: Taxiing aircraft, 19' AGL/1126' MSL, 1221' from DER, 782' left of centerline. Taxiing aircraft, 19' AGL/1126' MSL, 1407' from DER, 609' left of centerline. Weather equipment, 15' AGL/1117' MSL, 759' from DER, 505' right of centerline. Weather equipment, 15' AGL/1117' MSL, 1209' from DER, 505' right of centerline. Building, 20' AGL/1127' MSL, 1620' from DER, 925' left of centerline.

RWY 21L: Taxiing aircraft, 38' AGL/1120' MSL, 1428' from DER, 774' left of centerline.

MESA, AZ

FALCON FIELD (FFZ)
AMDT 4 10210 (FAA)

DEPARTURE PROCEDURE: use MESA DEPARTURE.

MESQUITE, NV

MESQUITE

TAKE-OFF MINIMUMS: **Rwy 1,** 900-3, or std. with a min. climb of 620' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn, **Rwy 19,** climbing right turn. **All aircraft** climb direct MMM VORTAC. Aircraft departing MMM R-149 CW R-220 climb on course. All others continue climb via MMM R-196 to 6100 and reverse course to cross MMM VORTAC at or above: R-221 CW R-270 and R-331 CW R-060, 6100; R-271 CW R-330, 7300; R-061 CW R-150, 8300.

MICHAEL AAF (KDPG),
DUGWAY PROVING GROUND,UT
....Amdt 1, 09099
Rwy 12, 4700-3*
* Or standard with minimum climb of 305 ft/NM to 6100.
DEPARTURE PROCEDURES: **Rwy 12** Climb via heading 122° to 6100, then right turn direct DPG NDB. Continue climb in DPG NDB holding pattern (Hold W, LT, 080° inbound) to 9600 before proceeding on course, or for climb in visual conditions: Cross Michael AAF, Dugway Proving Ground at or above 8900 before proceeding on course. **Rwy 30** Climb via heading 302° to 6100 then left turn direct DPG NDB, continue climb in DPG NDB holding pattern (Hold W, LT, 080° inbound) to 9600 before proceeding on course.

MILFORD, UT
MILFORD MUNI/BEN AND JUDY BRISCOE FIELD
TAKE-OFF MINIMUMS: **Rwy 34**, CAT A,B 1200-2 or std. with a min. climb of 360' per NM to 6500. CAT C,D NA.
DEPARTURE PROCEDURE: **Rwy 16**, climb direct MLF VORTAC. **Rwy 34,** climbing left turn direct MLF VORTAC. Aircraft departing MLF R-170 CW R-210 climb on course. All other aircraft continue climb southbound via MLF R-190 to 7600, then climbing right turn to cross MLF VORTAC at or above 9000, then climb on course.

MINDEN, NV
MINDEN-TAHOE
TAKE-OFF MINIMUMS: **Rwys 12,16,30,** NA. **Rwy 34,** 4000-3 or std. with a min. climb of 531' per NM to 8700.
DEPARTURE PROCEDURE: **Rwy 34,** use MINDEN RNAV DEPARTURE.

MOAB,UT
CANYONLANDS FIELD
TAKE-OFF MINIMUMS: **Rwy 3**, std. with a min. climb of 320' per NM to 5800. **Rwy 21,** std. with a min. climb of 330' per NM to 5400.
DEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwy 21**, turn right climb to 6700 via OAB R-293, then climbing right turn direct OAB VOR/DME. Climb in OAB holding pattern (NW, left turns, 113° inbound) to 10000 then proceed on course.
NOTE: **Rwy 3,** tree 4383' from departure end of runway, 1507' right of centerline, 50' AGL/4729' MSL. Road 1749' from departure end of runway, 905' left of centerline, 15' AGL/4635' MSL. Tree 3914' from departure end of runway, 1166' right of centerline, 50' AGL/4690' MSL. Tree 1.25 NM from departure end of runway, 400' right of centerline, 50' AGL/4758' MSL. **Rwy 21,** pole 2026' from departure end of runway, 78' right of centerline, 80' AGL/4625' MSL. Pole 2061' from departure end of runway, 40' right of centerline, 80' AGL/4625' MSL. Pole 2095' from departure end of runway, 857' right of centerline, 80' AGL/4623' MSL. Pole 1980' from departure end of runway, 344' right of centerline, 80' AGL/4602' MSL.

NELLIS AFB (KLSV)
LAS VEGAS, NV 08241
Rwy 3L/R, 10,200-3* SR-SS
Rwy 21L/R, 10,200-3* SR-SS
Diverse departure not authorized.
MILITARY: Use published DP, if unable to comply with DP climb gradient file appropriate DP for intended destination and notify clearance delivery and request RADAR Vectors (Climb Gradient of 300' per NM until 12,000 for RADAR Vectors). If unable to comply with RADAR Vector climb gradient, A/C must depart VFR.
* CIVIL: Use published DP, if unable to comply with DP climb gradient file appropriate DP for intended destination and notify clearance delivery and request RADAR Vectors (Climb Gradient of 330' per NM until 12,000 for RADAR Vectors). If unable to comply with RADAR Vectors climb gradient, A/C may use published weather minimums or depart VFR.
TAKE-OFF OBSTACLES: **RWY 3L**: Terrain 0' AGL/1870' MSL, 0' inward of DER, 500' left of centerline. Road 15' AGL/1934' MSL, 1321' from DER, 802' left of centerline. **RWY 3R**: C-5 on taxiway 65' AGL/1936' MSL, 1345' from DER, 822' right of centerline. Road 15' AGL/2014' MSL, 3929' from DER, 1404' right of centerline. **RWY 21L**: Trees 90' AGL/1949' MSL, 4594' from DER, 1596' right of centerline. Trees 90' AGL/1949' MSL, 4940' from DER, 541' right of centerline. Trees 60' AGL/1899' MSL 929' from DER, 724' left of centerline. Trees 60' AGL/1899' MSL, 946' from DER, 626' left of centerline. Trees 60' AGL/1899' MSL, 2720' from DER, 341' left of centerline. Trees 60' AGL/1899' MSL, 2514' from DER, 403' left of centerline.
RWY 21R: Terrain 0' AGL/1835' MSL, 0' inward of DER, 500' right of centerline. Trees 90' AGL/1949' MSL, 4594' from DER, 597' right of centerline. Building 45' AGL/1904' MSL, 2274' from DER, 1037' right of centerline. Road 15' AGL/1874' MSL, 1404' from DER, 465' right of centerline.

NOGALES, AZ
NOGALES INTL (OLS)
AMDT 2 09351 (FAA)
TAKE-OFF MINIMUMS: Use NOGALES DEPARTURE.

OGDEN, UT
OGDEN-HINCKLEY (OGD)
AMDT 2 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwys 7,16,** NA- Obstacles.
DEPARTURE PROCEDURE: **Rwys 3, 21, 25, 34,** Use EMONT DEPARTURE.

PAGE, AZ

PAGE MUNI (PGA)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25,** NA – obstacles **Rwy 15,** 300-1 or std. w/ min. climb of 252' per NM to 6500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb via 157° heading to 6000, then climbing right turn to PGA VOR/DME. cross PGA VOR/DME at or above 7700. Continue climb in PGA VOR/DME holding pattern (hold NW, right turns, 147° inbound) to airway MEA, or climb in visual conditions: cross Page airport at or above 6100, before proceeding on course. **Rwy 33,** climb via 337° heading to 6000, then climbing left turn to PGA VOR/DME. Cross PGA VOR/DME at or above 7700. Continue climb in PGA VOR/DME holding pattern (hold NW, right turns, 147° inbound) to airway MEA.

NOTE: **Rwy 15,** terrain 192' from departure end of runway, 274' right of centerline, 4323' MSL, tree 1.07 NM from departure end of runway, 167' left of centerline, 4519 MSL, transmission lines 1.96 NM from departure end of runway, 825' left of centerline, 100' AGL/4519' MSL, power line 4.00 NM from departure end of runway, 3606' right of centerline, 75' AGL/4819' MSL, power line 4.35 NM from departure end of runway, 3968' right of centerline, 75' AGL/4919' MSL, power line 5.36 NM from departure end of runway, 5039' right of centerline, 75' AGL/5119' MSL, power line 4.51 NM from departure end of runway, 4136' right of centerline, 75' AGL/5019' MSL, tree 4.52 NM from departure end of runway, 1508' right of centerline, 100' AGL/5173' MSL, AAO 4.58 NM from departure end of runway, 1617' right of centerline, 200' AGL/5187' MSL, AAO 5.15 NM from departure end of runway, 4456' left of centerline, 200' AGL/5190' MSL, tree 5.56 NM from departure end of runway, 4097' right of centerline, 30' AGL/5249' MSL, AAO 5.98 NM from departure end of runway, 653' left of centerline, 200' AGL/5440' MSL.

PARKER, AZ

AVI SUQUILLA

TAKE-OFF MINIMUMS: **Rwy 1**, 800-1½. **Rwy 19**, 300-1.

DEPARTURE PROCEDURE: **Rwy 19**, right turn. **Rwy 1**, left turn. Climb via R-067 to PKE VORTAC, to cross above 4500. Continue climb on course to MEA or assigned altitude.

PAYSON, AZ

PAYSON

TAKE-OFF MINIMUMS: **Rwy 6,** std. with a min. climb of 360' per NM to 9300, or 2500-3 for climb in visual conditions. **Rwy 24,** std. with a min. climb of 375' per NM to 9300, or 2500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 6, 24,** for climb in visual conditions: Cross Payson Airport at or above 7500, then proceed on course.

NOTE: **Rwy 24,** bush 15' from departure end of runway, 133' right of centerline, 6' AGL/5148' MSL. Tree 320' from departure end of runway, 183' right of centerline, 12' AGL/5154' MSL. Fence 85' from departure end of runway, 84' left of centerline, 4' AGL/5141' MSL. Tree 164' from departure end of runway, 126' left of centerline, 9' AGL/5147' MSL.

PHOENIX, AZ

PHOENIX-DEER VALLEY

DEPARTURE PROCEDURE: Use DEER VALLEY DEPARTURE.

PHOENIX SKY HARBOR INTL (PHX)
AMDT 4A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26,** 700-3 or std. with a min. climb of 358' per NM to 2000.

DEPARTURE PROCEDURE: **Rwys 7L, 7R, 8,** climb via 078° heading to 3000, then climbing right turn direct PHOENIX (PXR) VORTAC. **Rwys 25L, 25R**, climb via 258° heading to 1550 then climbing right turn to join the PXR R-260 (V16) westbound, climb to 5000. **Rwy 26,** climb via 258° heading to 1550 then climbing left turn to join the PXR R-260 (V16) westbound, climb to 5000. Westbound departures continue climb on PXR R-260. All others, climbing right turn direct PXR VORTAC.

NOTE: **Rwy 7L,** building 1332' from DER, 798' left of centerline, 67' AGL/1176' MSL. **Rwy 7R,** rod 716' from DER, 184' right of centerline, 87' AGL/1196' MSL. **Rwy 8,** light standard 3530' from DER, 1207' left of centerline, 123' AGL/1232' MSL. Light standard 3479' from DER, 1003' left of centerline, 118' AGL/1227' MSL. **Rwy 25L,** light standard 1129' from DER, 774' left of centerline, 91' AGL/1200' MSL. ASDE-X equipment 411' from DER, 531' left of centerline, 29' AGL/1135' MSL. **Rwy 26,** light 59' from DER, 63' right of centerline, 16' AGL/1125' MSL. Pole 58' from DER, 90' right of centerline, 25' AGL/1125' MSL. Light 78' from DER of runway, 64' right of centerline, 18' AGL/1127' MSL. Light 38' from DER, 440' left of centerline, 24' AGL/1135' MSL. Light standard 77' from DER, 453' left of centerline, 27' AGL/1136' MSL. Light standard 74' from DER, 456' right of centerline, 33' AGL/1142' MSL. Light standard 77' from DER, 434' right of centerline, 31' AGL/1140' MSL. Tree 113' from DER, 294' right of centerline, 24' AGL/1133' MSL. Building 2.32 NM from DER, 3309' right of centerline,406' AGL/1496' MSL. Building 2.28 NM from DER, 3612' right of centerline, 663' AGL/1750' MSL. Tree 234' from DER, 214' right of centerline, 24' AGL/1133' MSL. Light standard 64' from DER, 68' left of centerline, 39' AGL/1125' MSL. ASDE-X equipment 897' from DER, 413' right of centerline, 35' AGL/1141' MSL.

PHOENIX-MESA GATEWAY (IWA)
AMDT 1 10042 (FAA)

DEPARTURE PROCEDURE: use PHOENIX DEPARTURE.

PRESCOTT, AZ

ERNEST A. LOVE FIELD

TAKE-OFF MINIMUMS: **Rwy 12,** 2700-2 or std. with a min. climb of 460' per NM to 8100. **Rwy 21L,** 2700-2 or std. with a min. climb of 500' per NM to 8100. **Rwy 30,** 300-1 or std. with a min. climb of 300' per NM to 5200. **Rwy 3L, 21R,** NA.

DEPARTURE PROCEDURE: **Rwy 3R,** turn left heading 250° to intercept DRK R-305. **Rwy 12,** turn right direct DRK VORTAC. **Rwy 21L,** turn right heading 335° to intercept DRK R-305. **Rwy 30,** climb direct DRK VORTAC. **All aircraft** continue climb via DRK R-305 to 9000. Aircraft departing via DRK R-305 continue climb on course. All other aircraft turn right direct DRK VORTAC then climb on course.

PRICE, UT

CARBON COUNTY RGNL/BUCK DAVIS FLD (PUC)

AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** NA - per flight check **Rwy 32,** std. w/ min. climb of 425' per NM to 7000, or 3400-3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 400' per NM to 7200, or 3400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb on a heading between 126° CW to 193°, thence...**Rwy 18**, climb on a heading between 192° CCW to 125°, thence...**Rwy 25,** climb on a heading between 176° CCW to 124°, thence... **Rwy 32,** climb to 7000 then climbing left turn on a heading between 175° CCW to 145°,thence...**Rwy 36,** climb to 6400 then climbing right turn on a heading between 141° CW to 184°, maintain 210K until completion of turn, thence...

...continue climb to assigned altitude for direction of flight. **Rwys 32, 36,** for climb in visual conditions cross Carbon County Rgnl / Buck Davis Field at or above 9200 before proceeding on course.

NOTE: **Rwy 14,** multiple trees beginning 121' from DER, 3' left of centerline, up to 40' AGL/5839 ' MSL. **Rwy 25,** trees 515' from DER, 535' right of centerline, up to 40' AGL/5879' MSL. **Rwy 32,** trees 9544' from DER, 1644' left of centerline, up to 40' AGL/6900' MSL. Trees 11332' from DER, 74' right of centerline, up to 40' AGL/6800' MSL. **Rwy 36,** poles 2599' from DER, 615' left of centerline, 40' AGL/6079 ' MSL. Poles 2715 ' from DER, 668' right of centerline, 59' AGL/6098' MSL.

PROVO, UT

PROVO MUNI

DEPARTURE PROCEDURE: Use PROVO DEPARTURE.

RENO, NV

RENO/STEAD (RTS)

AMDT 3A 09183 (FAA)

TAKE-OFF MINIMUMS: CAT A,B only, CAT C,D NA. **Rwys 8,14,** 1300-2 or std. with a min. climb of 400' per NM to 6500. **Rwy 26,** 1900-2 or std. with a min. climb of 410' per NM to 7200. **Rwy 32,** 2300-2 or std. with a min. climb of 420' per NM to 7200.

DEPARTURE PROCEDURE: **Rwys 8,32,** climbing right turn heading 100° and FMG VORTAC R-314 to FMG VORTAC. **Rwy 14,** left turn climb direct FMG VORTAC. **Rwy 26,** climbing right turn heading 050° and FMG VORTAC R-314 to FMG VORTAC. **All aircraft** climb in FMG VORTAC holding pattern (NE, right turns, 221° inbound) to depart FMG VORTAC; R-260 CW R-170 at or above 10000; R-171 CW R-195 at or above 10500; R-196 CW R-259 at or above 12000.

RENO, NV (CON'T)

RENO/TAHOE INTL (RNO)

AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, NA-terrain. **Rwy 16L,** std. w/ min. climb of 730' per NM to 8000, or 600-1¼ w/ min. climb of 480' per NM to 8000, or 2700-3 for climb in visual conditions. **Rwy 16R,** std. w/ the following minimum climb requirements: 210 knots or less, 385' per NM to 8000; more than 210 knots, 420' per NM to 8900, or 2700-3 for climb in visual conditions. Resume normal speed after passing FMG VORTAC. **Rwy 25,** std. w/ min. climb of 470' per NM to 7800, or 2700-3 for climb in visual conditions. **Rwy 34L,** std. w/ min. climb of 320' per NM to 7000, or 2700-3 for climb in visual conditions. **Rwy 34R,** std. w/ min. climb of 480' per NM to 7000, or 500-1½ w/ min. climb of 320' per NM to 7000, or 2700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 16L/R,** climb heading 164° to 6600 then climbing left turn direct FMG VORTAC, thence. . . or for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence. . .**Rwy 25,** climb heading 254° to 5000 then climbing right turn direct FMG VORTAC, thence. . . or for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence. . . **Rwys 34L/R,** climb heading 344° to 7000 then climbing right turn direct FMG VORTAC, thence. . . or for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence. . .

. . .**All aircraft:** continue climb in FMG VORTAC holding pattern (northeast, left turn, 221° inbound) to cross FMG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 16L,** multiple poles, trees, bushes and terrain beginning 618' from departure end of runway, 133' left of centerline, up to 20' AGL/4961' MSL. **Rwy 16R,** multiple trees 2784' from departure end of runway, 171' right of centerline, up to 20' AGL/4510' MSL. Multiple trees and terrain beginning 746' from departure end of runway, 380' left of centerline, up to 20' AGL/4703' MSL. **Rwy 25,** multiple trees and poles beginning 829' from departure end of runway, 201' right of centerline, up to 103' AGL/4523' MSL. Building 6023' from departure end of runway, 456' right of centerline, 152' AGL/4608' MSL. Fence 222' from departure end of runway, 270' right of centerline, up to 5' AGL/4415' MSL. Multiple trees and poles beginning 500' from departure end of runway, 31' left of centerline, up to 20' AGL/4506' MSL. **Rwy 34L,** multiple trees and poles beginning 1229' from departure end of runway, 180' right of centerline, up to 20' AGL/4498' MSL. Multiple trees beginning 1193' from departure end of runway, 331' left of centerline, up to 20' AGL/4489' MSL. **Rwy 34R,** multiple trees and poles beginning 1067' from departure end of runway, 172' right of centerline, up to 20' AGL/4497' MSL. Multiple trees and poles beginning 1230' from departure end of runway, 350' left of centerline, upt o 20' AGL/4498' MSL. Building 1.2 NM from departure end of runway, 1730' right of centerline, 363' AGL/4780' MSL.

21 OCT 2010 to 18 NOV 2010

RICHFIELD, UT

RICHFIELD MUNI (RIF)
AMDT 1 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 1,** use RICHFIELD (RNAV) DEPARTURE. **Rwy 19,** use HAMET (RNAV) DEPARTURE.

ROOSEVELT, UT

ROOSEVELT MUNI

TAKE-OFF MINIMUMS: **Rwy 25,** 700-3 or std. with a min. climb of 300' per NM to 6100.

DEPARTURE PROCEDURE: **Rwy 7,** turn right. **Rwy 25,** turn left. **All aircraft,** climb direct MTU VORTAC. Aircraft departing MTU VORTAC R-040 CW R-150, climb on course. All others continue climb in MTU holding pattern (NE, right turns, 213° inbound) to cross MTU VORTAC; R-151 CW R-290 at or above 8000; R-291 CW R-039 at or above 10,000. Then climb on course.

SAFFORD, AZ

SAFFORD RGNL (SAD)
AMDT 1 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA - Airspace.

DEPARTURE PROCEDURE: **Rwys 12, 30,** use SAFFORD RNAV DEPARTURE.

ST. GEORGE, UT

ST. GEORGE MUNI

TAKE-OFF MINIMUMS: **Rwy 34**, 1500-2 or std. with a min. climb of 325' per NM to 4000.

DEPARTURE PROCEDURE: **Rwy 16**, turn left. **Rwy 34**, turn right. Climb in OZN VOR/DME holding pattern (hold SE, right turns, 296 inbound) to depart OZN VOR/DME at or above MEA for direction of flight.

ST. JOHNS, AZ

ST. JOHNS INDUSTRIAL AIR PARK (SJN)
AMDT 1A 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 400-2 or std. with a min. climb of 205' per NM to 6200.

DEPARTURE PROCEDURE: **Rwys 3, 32,** climbing right turn, **Rwys 14, 21,** climbing left turn. **All aircraft,** climb direct SJN VORTAC. Aircraft departing SJN VORTAC R-240 CW R-080 climb on course. All others continue climb in SJN VORTAC holding pattern (Hold NE, right turns, 239° inbound) to cross SJN VORTAC at or above 9000.

NOTE: **Rwy 14,** 5790' tower 350' right abeam departure end of runway.

SALT LAKE CITY, UT

SALT LAKE CITY INTL (SLC)
AMDT 11 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 400-1 or std. w/ min. climb of 498' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 14,** climb to 10000 via heading 189° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 16R,** climb to 10000 via heading 161° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 16L,** climb to 10000 via heading 161° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 17,** climb to 10000 via heading 166° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 32,** climb to 9,000 via heading 359° and OGD R-153 to OGD VORTAC before proceeding on course. **Rwy 34L,** climb to 9000 via heading 341° and OGD R-153 to OGD VORTAC before proceeding on course. **Rwy 34R,** climb to 9000 via heading 341° and OGD R-153 to OGD VORTAC before proceeding on course. **Rwy 35,** climb to 9000 via heading 336° and OGD R-153 to OGD VORTAC before proceeding on course.

NOTE: **Rwy 14,** antenna 1349' from DER, 544' left of centerline, 42' AGL/4263' MSL. **Rwy 16L,** vehicle on road 124' from DER, 14' right of centerline, 15' AGL/4239' MSL. Light pole 988' from DER, 726' right of centerline, 34' AGL/4254' MSL. Pole 1024' from DER, 689' right of centerline, 34' AGL/4254' MSL. **Rwy 17,** vehicles on road beginning 335' from DER, on centerline, up to 17' AGL/4241' MSL. **Rwy 32**, ATC tower 5266' from DER, 1767' left of centerline, 335' AGL/4549' MSL. Crane 5196' from DER, 1630' left of centerline, 240' AGL/4463' MSL. Flag on obstruction light 5153' from DER, 1619' left of centerline, 249' AGL/4463' MSL. Aircraft beginning 989' from DER, 722' left of centerline, up to 79' AGL/4306' MSL. **Rwy 34R**, post 13' from DER, 349' right of centerline, 3' AGL/4227' MSL. **Rwy 35,** post 56' from DER, 249' left of centerline, 2' AGL/4220' MSL.

SOUTH VALLEY RGNL AIRPORT (U42)
AMDT 4A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 2400-3 or std. with a min. climb of 295' per NM to 7700. **Rwy 34,** std. with a min. climb of 353' per NM to 9500.

DEPARTURE PROCEDURE: **Rwy 16,** climbing left turn to 9600 via heading 136° and V21 (TCH R-161 FFU R-341) to FFU VORTAC. Aircraft departing FFU R-156 CW R-263 and R-308 CW R-359 climb on course. All others continue climb in FFU VORTAC holding pattern (S, right turns, 008° inbound) to cross FFU VORTAC at or above: R-360 CW R-093 12400; R-094 CW R-138 10600; R-139 CW R-155 11300; R-264 CW R-307 11500. **Rwy 34,** climbing right turn to 9500 via heading 026° and V21 (TCH R-161) to TCH VORTAC. Aircraft departing TCH R-144 CW R-176 and R-217 CW R-355 climb on course. All others continue climb in TCH VORTAC holding pattern (NW, right turns, 116° inbound) to cross TCH VORTAC at or above: R-356 CW R-116 10700; R-117 CW R-143 11600; R-177 CW R-216 10100.

SCOTTSDALE, AZ
SCOTTSDALE (SDL)
AMDT 8 10042 (FAA)
DEPARTURE PROCEDURE: **Rwys 3, 21,** use MARICOPA DEPARTURE.

SEDONA, AZ
SEDONA (SEZ)
AMDT 1 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** NA- Obstacles.
DEPARTURE PROCEDURE: **Rwy 21,** Use OATES RNAV DEPARTURE.

SHOW LOW, AZ
SHOW LOW RGNL
DEPARTURE PROCEDURE: **Rwys 3,6**, turn left. **Rwys 21,24**, turn right. All aircraft climb via 345 bearing from SOW NDB to DEHOG INT then climb on course.

SPRINGERVILLE, AZ
SPRINGERVILLE MUNI
TAKE-OFF MINIMUMS: **Rwy 21,** 1000-2 or std. with a min. climb of 360' per NM to 8400.
DEPARTURE PROCEDURE: **Rwys 3, 11,** climbing left turn to 8400 via heading 360° before proceeding on course. **Rwys 21, 29,** climbing right turn to 8400 via 360° before proceeding on course.

TAYLOR, AZ
TAYLOR MUNI
TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 248' per NM to 6100.
DEPARTURE PROCEDURE: **Rwy 3/21,** climb on runway heading to 8000 before turning on course.

TONOPAH, NV
TONOPAH
TAKE-OFF MINIMUMS: **Rwys 11,29**, NA. **Rwys 15,33**, 2600-2 or std. with a min. climb of 260' per NM to 8000.
DEPARTURE PROCEDURE: **Rwy 15**, turn left. **Rwy 33**, turn right. Climb direct TPH VORTAC. Continue climb in holding pattern (NE, right turns, 246° inbound) to depart TPH VORTAC at or above 8000. Climb on course to MEA or assigned altitude.

TOOELE, UT
BOLINDER FIELD-TOOELE VALLEY
TAKE-OFF MINIMUMS: **Rwy 17,** std. with a min. climb of 490' per NM to 11000. **Rwy 35,** std. with a min. climb of 360' per NM to 9000.
DEPARTURE PROCEDURE: Use STACO DEPARTURE.
NOTE: **Rwy 17,** tree 794' from departure end of runway, 277' right of centerline, 35' AGL/4380' MSL. Tree 967' from departure end of runway, 432' right of centerline, 35' AGL/4394' MSL. Tree 1023' from departure end of runway, 313' right of centerline, 35' AGL/4395' MSL.

TUCSON, AZ
MARANA RGNL
TAKE-OFF MINIMUMS: **Rwys 3, 12,** N/A-Obstacles
DEPARTURE PROCEDURE: **Rwy 21,** climb to 6500 via heading 360° and TUS R-308 to TOTEC Int/TUS 57 DME, then as filed. **Rwy 30,** climb to 6500 via heading 303° intercept TUS R-308 above 3500, to TOTEC INT/TUS 57 DME, then as filed.
NOTE: **Rwy 21,** road 192' from departure end of runway, 527' left of centerline 15' AGL/2034' MSL.

RYAN FIELD (RYN)
AMDT 3 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwys 6L, 15, 24R, 33,** NA, ATC.
DEPARTURE PROCEDURE: **Rwys 6R, 24L,** use ALMON DEPARTURE.

TUCSON INTL (TUS)
AMDT 4A 08241 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¾ or std. w/ min. climb of 228' per NM to 3000.
DEPARTURE PROCEDURE: **Rwys 3, 29L, 29R,** climbing right turn direct to TUS VORTAC. **Rwys 11L,11R** climb via runway heading to 4000 then climbing left turn direct TUS VORTAC. **Rwy 21,** climbing left turn direct to TUS VORTAC. **All aircraft** continue climbing in holding pattern (NW, right turns, 128° inbound) to depart TUS VORTAC at or above 9000.
NOTE: **Rwy 3,** tower 9215' from departure end of runway, 1689' left of centerline, 246' AGL/2831' MSL.

VERNAL, UT
VERNAL RGNL
TAKE-OFF MINIMUMS: **Rwy 16**, 1500-2 or std with a min. climb of 250' per NM to 7000'. **Rwy 25**, 1500-2 or std. with a min. climb of 390' per NM to 7000. **Rwy 34**, 1600-2 pr std. with a min. climb of 330' per NM to 7000'.
DEPARTURE PROCEDURE: **Rwys 7,34**, turn right. **Rwys 16,25**, turn left. **All aircraft** climb direct VEL. Aircraft departing V391 S-bound climb on course. All others climb in holding pattern (SE, right turns, 322° inbound). Aircraft SW-bound V208 depart VEL at or above 8400', all others depart VEL at or above 9500'. Continue climb on course to MEA or assigned altitude.

WENDOVER, UT
WENDOVER
TAKE-OFF MINIMUMS: **Rwy 26,** standard wit h a min. climb of 300' per NM to 7000. **Rwy 30**, NA.
DEPARTURE PROCEDURE: **Rwys 8,12, 26,** climbing left turn direct BVL VORTAC. Aircraft departing BVL VORTAC R-330 CW R-150 climb on course. All others continue climb in BVL VORTAC holding pattern (Hold NE right turns, 247° inbound) to cross at or above 7400, then climb on course.

WILLCOX, AZ
COCHISE COUNTY
DEPARTURE PROCEDURE: **Rwy 3,** turn right. **Rwy 21,** turn left. **All aircraft** climb direct CIE VORTAC.

WINDOW ROCK, AZ

WINDOW ROCK

TAKE-OFF MINIMUMS: **Rwy 2**, 700-2 or std. with a min. climb of 500' per NM to 8000. **Rwy 20,** 600-2 or std. with a min. climb of 260' per NM to 8200.

DEPARTURE PROCEDURE: **Rwy 2**, turn right. **Rwy 20,** turn left direct to GUP VORTAC before proceeding on course.

NOTE: **Rwy 2,** terrain 3832' from departure end of runway, 1025' right of centerline, 6926' MSL. Poles 5220' from departure end of runway, 245' right of centerline, 180' AGL/6922' MSL. Tower 7067' from departure end of runway, 3072' left of centerline, 71' AGL/7316' MSL. Terrain 7449' from departure end of runway, 1612' left of centerline, 6991' MSL. Terrain 8776' from departure end of runway, 1851' left of centerline, 7109' MSL. Tree 9665' from departure end of runway, 1326' right of centerline, 7340' MSL. Tree 11326' from departure end of runway, 355' left of centerline, 7351' MSL. **Rwy 20,** trees 1018' from departure end of runway, 620' left of centerline, 30' AGL/6768' MSL.

WINNEMUCCA, NV

WINNEMUCCA MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, 2500-2 or std. with a min. climb of 450' per NM to 6800. **Rwys 14,20**, 3200-2 or std. with a min. climb of 520' per NM to 7500.

DEPARTURE PROCEDURE: **Rwys 14,20**, turn right. **Rwy 2**, turn left. **Rwy 32**, climb straight ahead. All aircraft climb via INA R-326 to 6700 or above within 12 NM, then climbing left turn return to INA VOR/DME via R-326. Continue climb in INA VOR/DME holding pattern (hold NW, right turns, 146° inbound) to depart INA VOR/DME at or above 11000. Southbound aircraft continue via INA R-146 direct Fesko Int. Northbound aircraft continue via INA R-326 and SDO R-144 direct SDO VORTAC.

YUMA MCAS/ YUMA INTL(KNYL)

YUMA, AZ 09323

Diverse departures not auth between 360° CW 055° from 25 NM to 30 NM.

Rwy 3L: Cross DER at or above 35' AGL/228' MSL. Diverse departures auth. Fr 083° CW 107°, std with minimum climb of 225'/NM to 3500'.

Rwy 3R: Cross DER at or above 35' AGL/242' MSL. Diverse departures auth. Fr 083° CW 107°, std with minimum climb of 225'/NM to 3500'.

Rwy 21L: Cross DER at or above 35' AGL/223' MSL. Diverse departures auth.

Rwy 21R: Cross DER at or above 35' AGL/227' MSL. Diverse departures auth.

Rwy 8: Cross DER at or above 35' AGL/231' MSL. Diverse departures auth. Fr 069° CW 123°, std with minimum climb of 230'/NM to 3500'.

Rwy 26: Cross DER at or above 35' AGL/230' MSL. Diverse departures auth.

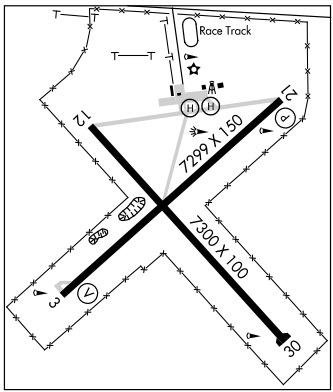
Rwy 17: Cross DER at or above 35' AGL/217' MSL. Diverse departures auth. Fr 068° CW 109°, std with minimum climb of 220'/NM to 3500'.

Rwy 35: Cross DER at or above 35' AGL/231' MSL. Diverse departures auth.

ALAMO LANDING FLD (L92) 2 W UTC−8(−7DT) N37°21.75′ W115°11.67′ **LAS VEGAS**
3719 NOTAM FILE RNO
RWY 14–32: 5000X120 (DIRT)
RWY 14: Brush. **RWY 32:** Berm.
RWY 15–33: 2500X70 (DIRT)
RWY 15: Berm. **RWY 33:** Berm.
AIRPORT REMARKS: Unattended. Uncontrolled vehicle access. No line of sight between rwy ends. Rwys 15–33 and Rwy 14–32 livestock in vicinity of rwys.
COMMUNICATIONS: CTAF 122.9

AUSTIN (TMT) 4 SW UTC−8(−7DT) N39°28.08′ W117°11.72′ **LAS VEGAS**
5730 B NOTAM FILE RNO **H–3C, L–9B**
RWY 18–36: H6000X75 (ASPH) S–30 MIRL
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 40′. **RWY 36:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Fence.
AIRPORT REMARKS: Unattended. Military acft opr in vicinity of arpt. ACTIVATE MIRL Rwy 18–36, PAPI Rwys 18 and 36, REIL Rwy 18 and 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 132.95 (775) 964–1144. Plus precipitation and thunderstorm.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.
MINA (H) VORTAC 115.1 MVA Chan 98 N38°33.92′ W118°01.97′ 019° 66.8 NM to fld. 7860/17E.
HIWAS.

BATTLE MOUNTAIN (BAM) 3 SE UTC−8(−7DT) N40°35.94′ W116°52.46′ **SALT LAKE CITY**
4532 B S4 **FUEL** 100LL, JET A NOTAM FILE RNO **H–3C, L–9B, 11B**
RWY 12–30: H7300X100 (ASPH) S–30, D–104, 2S–132 MIRL **IAP**
RWY 03–21: H7299X150 (ASPH) S–30, D–125, 2S–159 MIRL
RWY 03: VASI(V2R)—GA 3.0° TCH 26′.
RWY 21: PAPI(P4L)—GA 3.0° TCH 45′.
AIRPORT REMARKS: Attended Oct–May 1500–0100Z‡, Jun–Sep 1500–0200Z‡. After hrs call 775–635–2245. ACTIVATE MIRL Rwy 03–21 and Rwy 12–30, and perimeter lgts H1—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.45 (775) 635–8419.
COMMUNICATIONS: CTAF/UNICOM 122.8
MT LEWIS RCO 122.65 (RENO RADIO)
SALT LAKE CENTER APP/DEP CON 132.25
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.
(H) VORTACW 112.2 BAM Chan 59 N40°34.15′ W116°55.34′ 033° 2.8 NM to fld. 4536/18E.
VORTAC unusable:
050°–060° byd 30 NM blo 12,000′
115°–165° byd 15 NM blo 12,000′
255°–290° byd 15 NM blo 12,000′
DME unusable 246°–255° byd 34 NM blo 14,000′



HELIPAD H1: H60X60 (CONC)
HELIPAD H2: H60X60 (CONC)
HELIPORT REMARKS: Rwy H1 perimeter lights. ACTIVATE MIRL Rwy 03–21 and Rwy 12–30, and perimeter lgts H1—CTAF.

APP CRS	Rwy Idg	7299
027°	TDZE	4531
	Apt Elev	4532

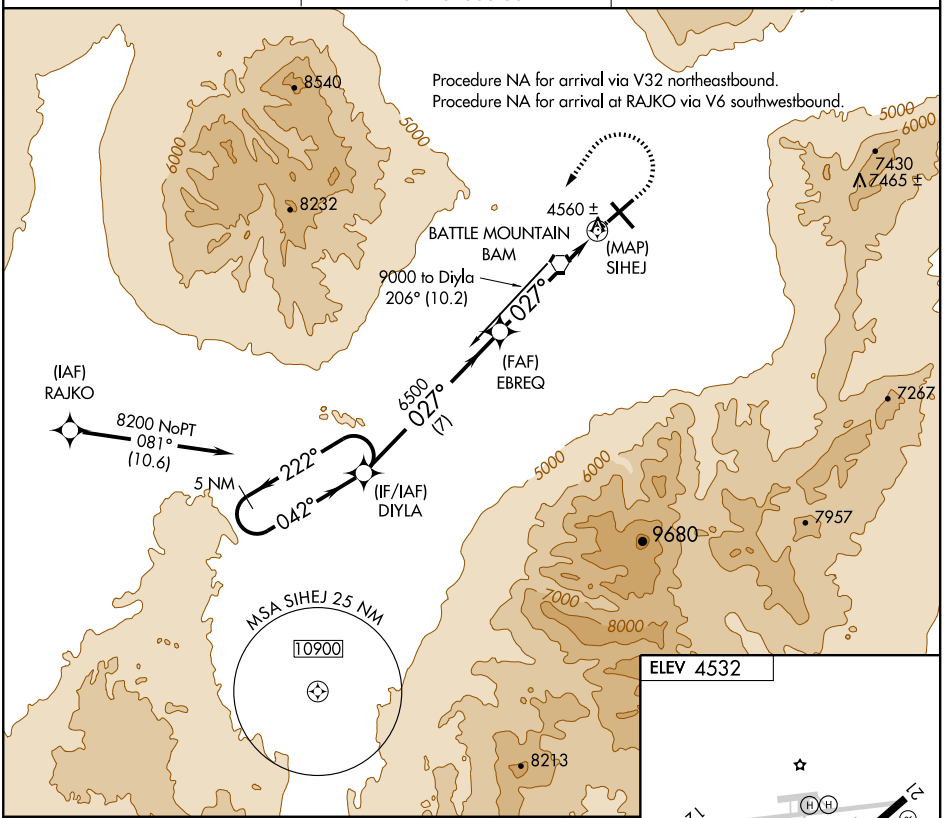
RNAV (GPS) RWY 3
BATTLE MOUNTAIN (BAM)

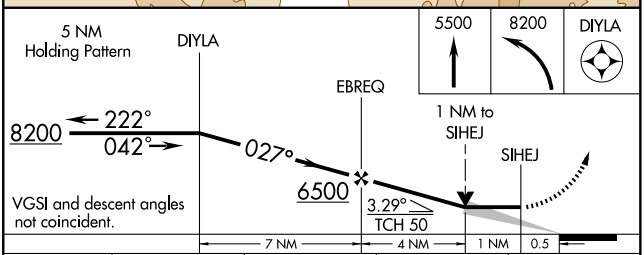
GPS or RNP-0.3 required. DME/DME RNP-0.3.NA

NA

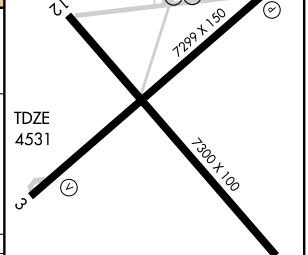
MISSED APPROACH: Climb to 5500 then climbing left turn to 8200 direct DIYLA WP and hold.

AWOS-3	SALT LAKE CITY CENTER	UNICOM
119.45	132.25 338.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	5040-1	509 (600-1)	5040-1½ 509 (600-1½)	NA
CIRCLING	5040-1	508 (600-1)	5040-1½ 508 (600-1½)	NA



SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VORTAC BAM 112.2 Chan 59	APP CRS 031°	Rwy Idg N/A TDZE N/A Apt Elev 4532

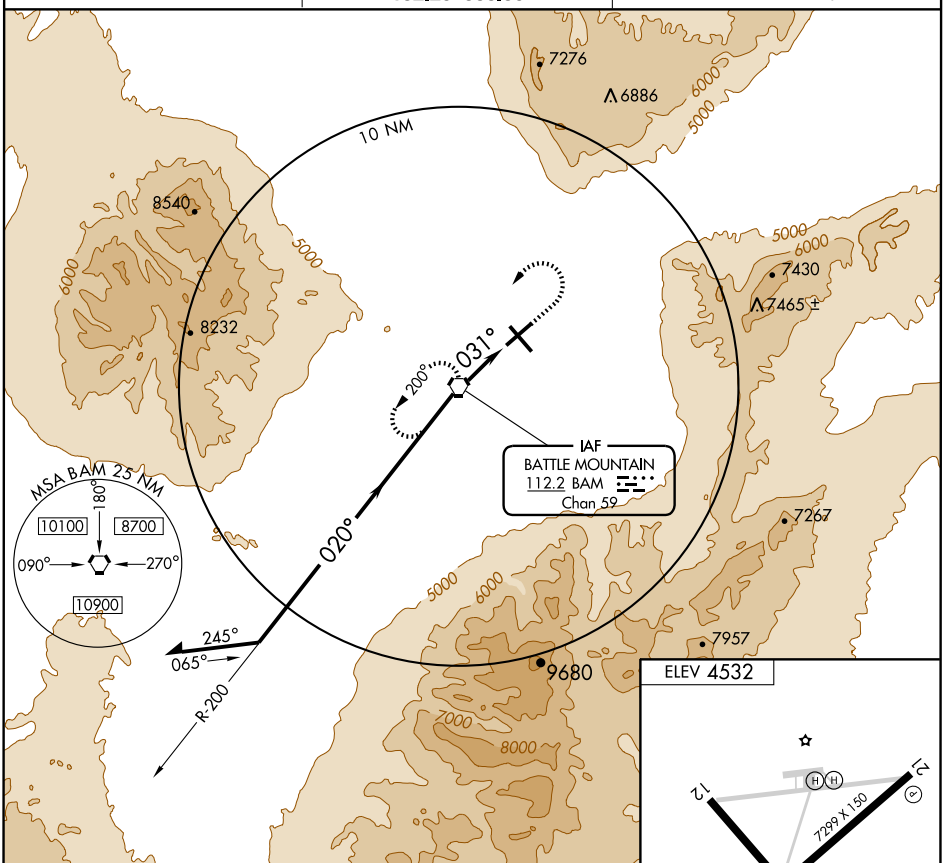
VOR-A
BATTLE MOUNTAIN (BAM)

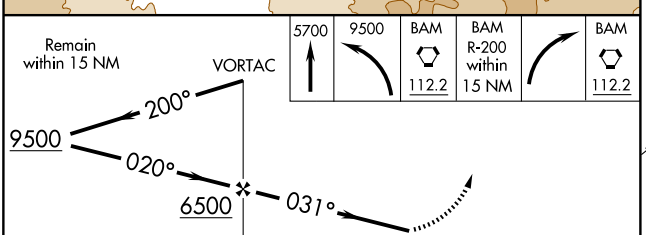
NA

MISSED APPROACH: Climb to 5700, then climbing left turn to 9500 direct BAM VORTAC and BAM R-200 within 15 miles, turn right direct BAM VORTAC and hold.

AWOS-3	SALT LAKE CITY CENTER	UNICOM
119.45	132.25 388.35	122.8 (CTAF) L

SW-4, 21 OCT 2010 to 18 NOV 2010





MIRL Rwys 3-21 and 12-30 L

CATEGORY	A	B	C	D
CIRCLING	5600-1¼ 1068 (1100-1¼)	5600-1½ 1068 (1100-1½)	NA	

FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

VORTAC BAM 112.2 Chan 59	APP CRS 031°	Rwy Idg 7299 TDZE 4531 Apt Elev 4532

VOR/DME RWY 3

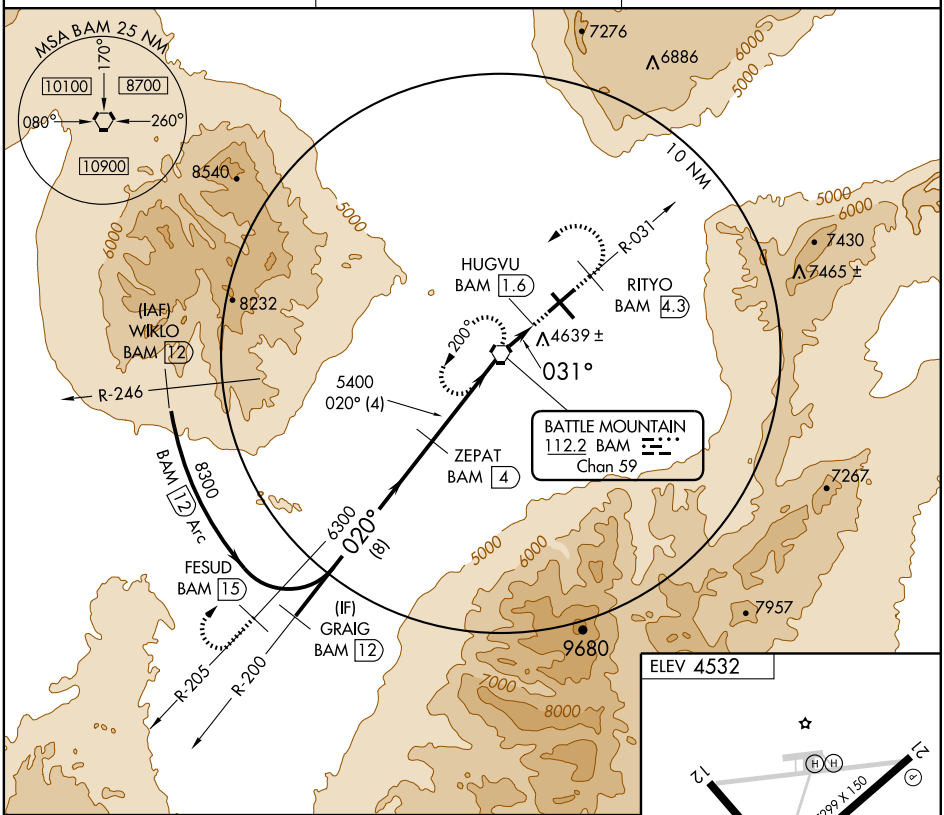
BATTLE MOUNTAIN (BAM)

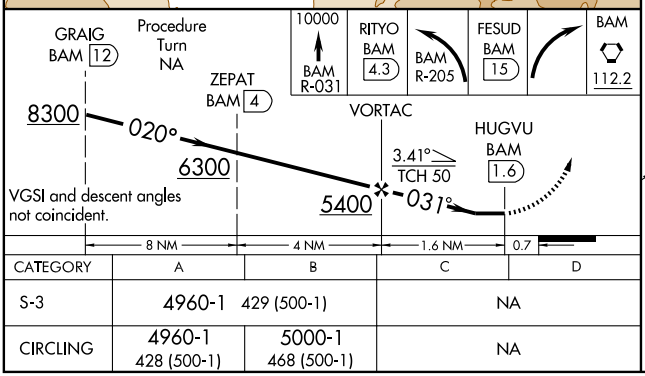
NA

MISSED APPROACH: Climb to 10000 via BAM VORTAC R-031 to RITYO/BAM 4.3 DME and left turn direct BAM VORTAC and via BAM VORTAC R-205 to FESUD/BAM 15 DME and right turn direct BAM VORTAC and hold.

AWOS-3	SALT LAKE CITY CENTER	UNICOM
119.45	132.25 338.35	122.8 (CTAF) L

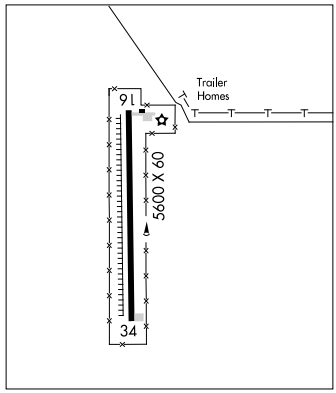
SW-4, 21 OCT 2010 to 18 NOV 2010





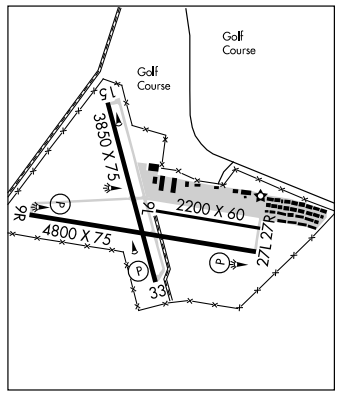
CATEGORY	A	B	C	D
S-3	4960-1	429 (500-1)	NA	
CIRCLING	4960-1 428 (500-1)	5000-1 468 (500-1)	NA	

BEATTY (BTY) 3 SW UTC−8(−7DT) N36°51.66′ W116°47.22′ **LAS VEGAS**
3170 B NOTAM FILE RNO **H–4H, L–9B**
RWY 16–34: H5600X60 (ASPH) S–15, D–30 MIRL
AIRPORT REMARKS: Unattended. Low flying military aircraft in vicinity of arpt. Terrain rises at constant rate of approximately 35–1 for 2 miles to base of mountain. ACTIVATE MIRL Rwy 16–34—CTAF.
WEATHER DATA SOURCES: HIWAS 114.7 BTY.
COMMUNICATIONS: CTAF 122.9
RCO 122.1R 114.7T (RENO RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.
(H) VORTAC 114.7 BTY Chan 94 N36°48.04′ W116°44.86′ 313° 4.5 NM to fld. 2930/16E. **HIWAS.**
VORTAC unusable:
325°–089° beyond 9 NM
195°–210° beyond 33 NM below 10,500′
265°–305° beyond 30 NM below 10,200′
305°–325° beyond 28 NM below 9000′
360°–060° byd 12 NM



BOULDER CITY N35°59.75′ W114°51.82′ NOTAM FILE RNO. **LAS VEGAS**
(H) VORTACW 116.7 BLD Chan 114 163° 2.9 NM to Boulder City Muni. 3650/15E. **HIWAS.** **H–4I, L–7E**

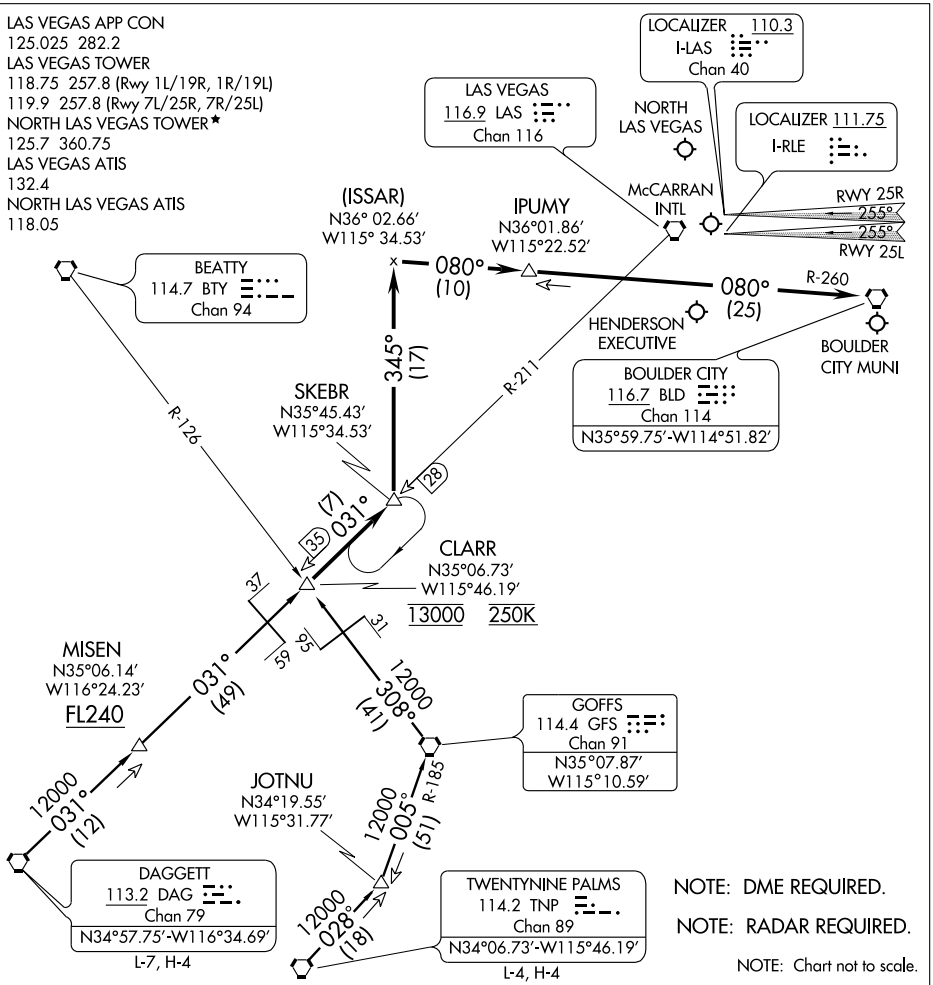
BOULDER CITY MUNI (BVU) 1SW UTC−8(−7DT) N35°56.85′ W114°51.67′ **LAS VEGAS**
2201 B S4 **FUEL** 100LL, JET A NOTAM FILE RNO **L–7E**
RWY 09R–27L: H4800X75 (ASPH) S–12.5 MIRL
RWY 09R: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Rgt tfc.
RWY 27L: REIL. PAPI(P2L)—GA 3.0° TCH 40′. P–line.
RWY 15–33: H3850X75 (ASPH) S–12.5 MIRL
RWY 15: REIL. Rgt tfc.
RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 09L–27R: H2200X60 (ASPH) S–12.5
RWY 27R: Rgt tfc.
AIRPORT REMARKS: Attended 1600–0100Z‡. Self service fuel avbl continuously. For acft svc ctc 123.5 or 702–228–0455. Parachute Jumping. Skydive drop zone adjacent arpt north side. Ultralight activity 2 miles southwest of arpt invof dry lake bed. Rwy 09L–27R rwy in poor condition due to multiple 2″ wide cracks. Sage brush and uneven terrian in the rwy safety areas. Soft shoulders adjacent to all rwys and twys. Dep Rwy 33 not recommended. Rwy 33 steep rwy gradient, rising terrain, obstacles off dep end. Rwy 27L preferred lgt wind conditions. Helicopters cross active rwys and twys. Large number of Grand Cnayon tour acft ops in vicinity. Power lines all quadrants. 1′–5′ drainage ditch around all runways and taxiways. 10′ drainage channel 50′ from thld crossing centerline Rwy 09L. Steep rising terrain north of arpt. Avoid overflight of Boulder City residential areas. ACTIVATE MIRL Rwy 09R–27L and Rwy 15–33—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.475 (702) 293–1532. **HIWAS** 116.7 BLD.
COMMUNICATIONS: CTAF/UNICOM 122.7
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.
(H) VORTACW 116.7 BLD Chan 114 N35°59.75′ W114°51.82′ 163° 2.9 NM to fld. 3650/15E. **HIWAS.**



BULLION N40°45.58′ W115°45.68′ NOTAM FILE EKO. **SALT LAKE CITY**
(L) VORW/DME 114.5 BQU Chan 92 324° 4.2 NM to Elko Rgnl. 6464/17E. **L–9B, 11B**
VOR unusable 088°–110° byd 20 NM blo 12,900′ 110°–130° byd 32 NM blo 12,900′.
DME unusable 088°–110° byd 20 NM 110°–130° byd 32 NM

CLARR TWO ARRIVAL

SW-4, 21 OCT 2010 to 18 NOV 2010



DAGGETT TRANSITION (DAG.CLARR2): From over DAG VORTAC via DAG R-031 and LAS R-211 to CLARR INT. Thence. . . .

TWENTYNINE PALMS TRANSITION (TNP.CLARR2): From over TNP VORTAC via TNP R-028 to JOTNU INT, then via GFS R-185 to GFS VORTAC, then via GFS R-308 and BTY R-126 to CLARR INT. Thence. . . .

....From over CLARR INT via LAS R-211 to SKEBR INT. Thence. . . .

LANDING MC CARRAN INTL: Via heading 345° to intercept the BLD R-260 to BLD VORTAC. Rwys 1L/R, 7L/R, and 19L/R expect radar vectors for visual approach prior to BLD VORTAC. Rwys 25L/R expect ILS approach procedure.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI: After SKEBR INT expect radar vectors to airport.

CLARR TWO ARRIVAL

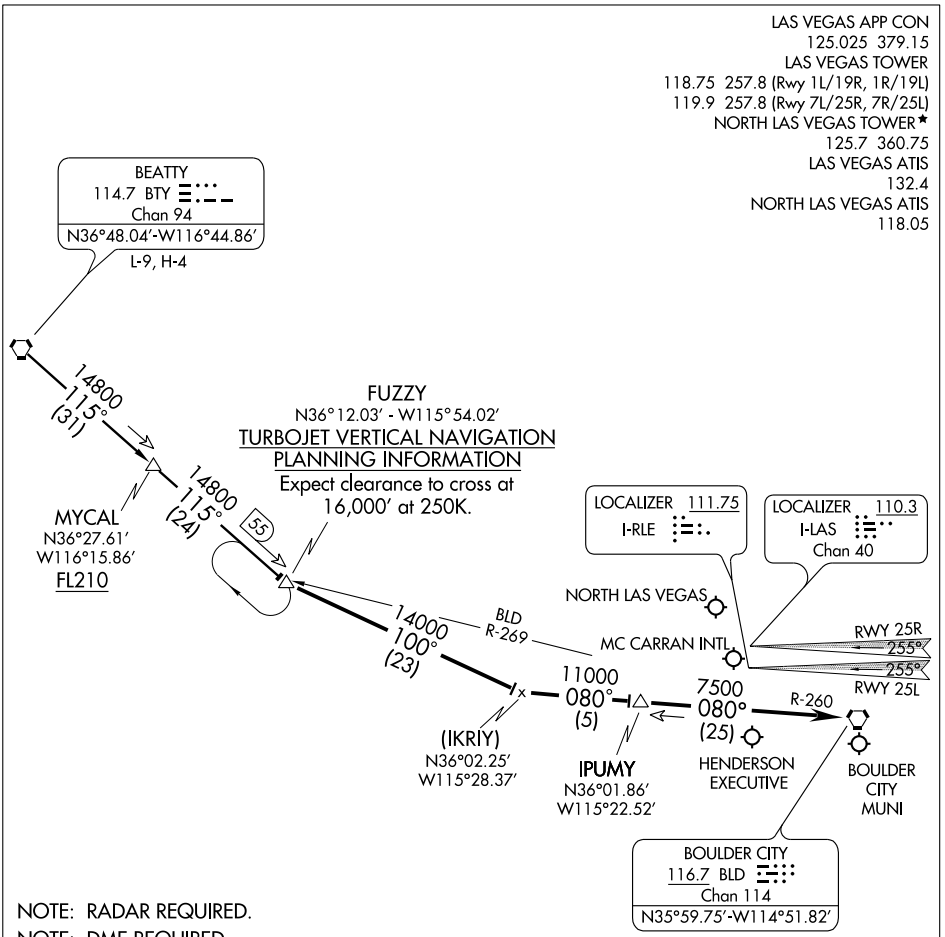
LAS VEGAS, NEVADA

(CLARR.CLARR2) 09351

FUZZY SEVEN ARRIVAL

ST-662 (FAA)

LAS VEGAS, NEVADA



NOTE: RADAR REQUIRED.

NOTE: DME REQUIRED.

NOTE: Chart not to scale.

BEATTY TRANSITION (BTY.FUZZY7): From over BTY VORTAC via BTY R-115 to FUZZY INT. Thence . . .

. . . From over FUZZY via heading 100° to intercept BLD R-260 to BLD VORTAC.

LANDING MC CARRAN INTL RWYS 1L/R, 7L/R, and 19L/R: Expect vectors for visual approach prior to BLD VORTAC.

LANDING MC CARRAN INTL RWYS 25L/R: Expect ILS approach.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI : After IPUMY, expect radar vectors to airport.

FUZZY SEVEN ARRIVAL

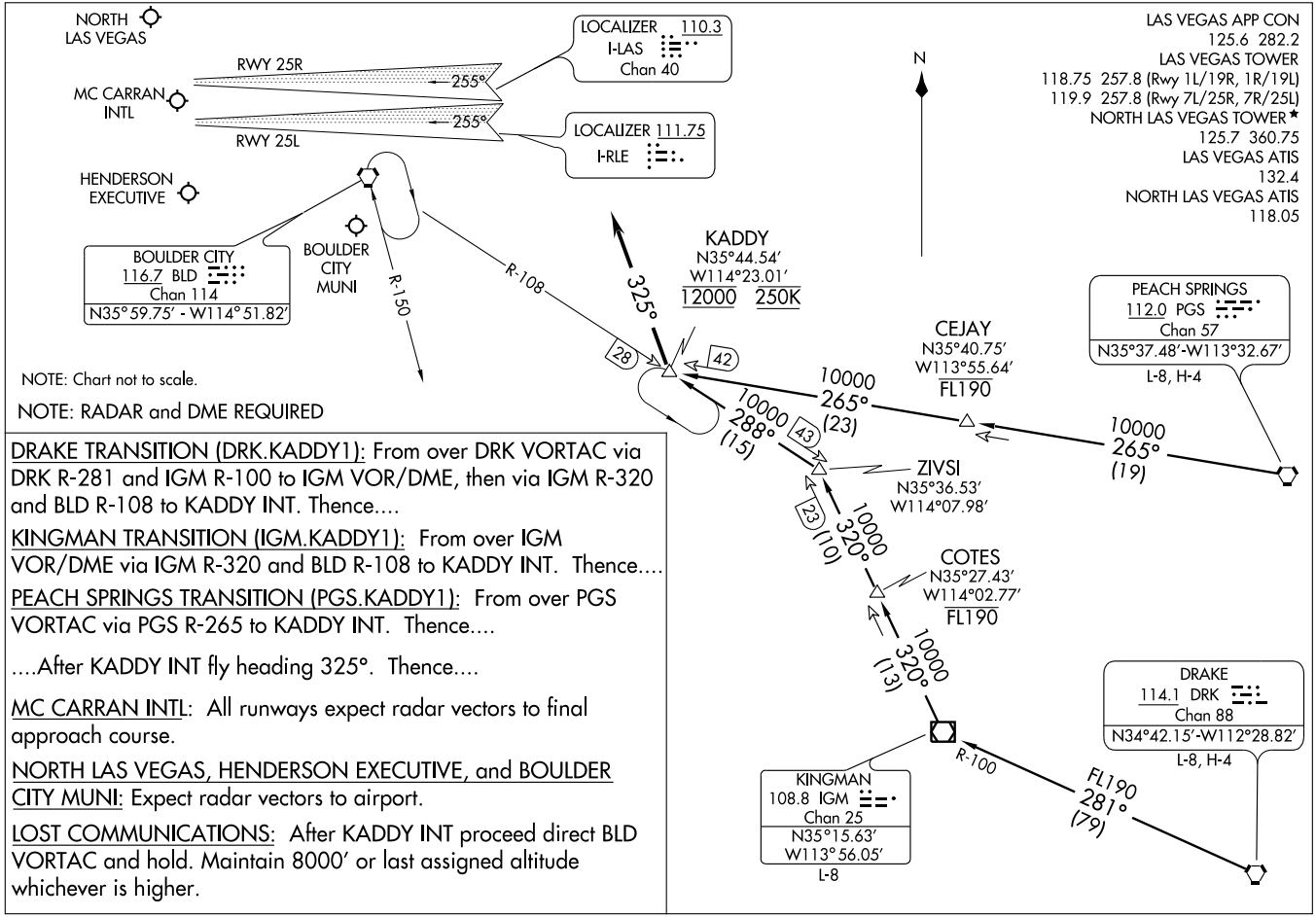
LAS VEGAS, NEVADA

(FUZZY.FUZZY7) 09351

KADDY ONE ARRIVAL

(KADDY.KADDY1) 09351

LAS VEGAS, NEVADA



DRAKE TRANSITION (DRK.KADDY1): From over DRK VORTAC via DRK R-281 and IGM R-100 to IGM VOR/DME, then via IGM R-320 and BLD R-108 to KADDY INT. Thence....

KINGMAN TRANSITION (IGM.KADDY1): From over IGM VOR/DME via IGM R-320 and BLD R-108 to KADDY INT. Thence....

PEACH SPRINGS TRANSITION (PGS.KADDY1): From over PGS VORTAC via PGS R-265 to KADDY INT. Thence....

....After KADDY INT fly heading 325°. Thence....

MC CARRAN INTL: All runways expect radar vectors to final approach course.

NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI: Expect radar vectors to airport.

LOST COMMUNICATIONS: After KADDY INT proceed direct BLD VORTAC and hold. Maintain 8000′ or last assigned altitude whichever is higher.

KADDY ONE ARRIVAL

(KADDY.KADDY1) 09351

LAS VEGAS, NEVADA

ST-662 (FAA)

LUXOR TWO ARRIVAL

(LUXOR.LUXOR2) 09351

LAS VEGAS APP CON
125.025 379.15
LAS VEGAS TOWER
118.75 257.8 (Rwy 1L/19R, 1R/19L)
119.9 257.8 (Rwy 7L/25R, 7R/25L)
NORTH LAS VEGAS TOWER ★
125.7 360.75
LAS VEGAS ATIS
132.4
NORTH LAS VEGAS ATIS
118.05

MILFORD
112.1 MLF
Chan 58
N38°21.62′ - W113°00.79′
L-9, H-3

BRYCE CANYON
112.8 BCE
Chan 75
N37°41.35′ - W112°18.23′
L-9, H-3

DOVE CREEK
114.6 DVC
Chan 93
N37°48.53′ -W108°55.88′
L-9, H-3

MORMON MESA
114.3 MMM
Chan 90

FL270
*13000
190°
(119)

FL270
218°
(108)

HOLDM
N36°49.12′
W113°32.68′

J146

FL250
239°
(177)

R-069

35

70

FL190
254°
(53)

67

R-254

BETHL
N36°53.07′
W112°26.43′

LUXOR
N36°23.69′
W114°28.83′

KSINO
N36°34.54′
W114°05.08′

14800
225°
(30)

90

140

LAS
R-054

PAGE
117.6 PGA
Chan 123

Turbojets cross at
12000′ at 250K

10100
225°
(22)

60

N

LOCALIZER 110.3
I-LAS
Chan 40

38

R-045

203°
(20)

BAMAA
N36°08.04′
W114°43.89′
8000 210K

NORTH
LAS VEGAS

(21)
246°

R-066

R-023

10

RWY 25R
255°
255°

MC CARRAN INTL

RWY 25L

LOCALIZER 111.75
I-RLE

HENDERSON EXECUTIVE

BOULDER CITY MUNI

LAS VEGAS
116.9 LAS
Chan 116
N36°04.78′ - W115°09.59′

R-150

BOULDER CITY
116.7 BLD
Chan 114
N35°59.75′ - W114°51.82′

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR and DME REQUIRED.

NOTE: Chart not to scale.

LAS VEGAS, NEVADA

ST-662 (FAA)

ARRIVAL DESCRIPTION

BETHL TRANSITION (BETHL.LUXOR2): From over BETHL INT via PGA R-254 and MMM R-069 to HOLDM INT, then via LAS R-045 to LUXOR INT. Thence. . . .

BRYCE CANYON TRANSITION (BCE.LUXOR2): From over BCE VORTAC via BCE R-218 and LAS R-045 to LUXOR INT. Thence. . . .

DOVE CREEK TRANSITION (DVC.LUXOR2): From over DVC VORTAC via DVC R-239 and LAS R-054 to BETHL INT, then via PGA R-254 and MMM R-069 to HOLDM INT, then via LAS R-045 to LUXOR INT. Thence. . . .

MILFORD TRANSITION (MLF.LUXOR2): From over MLF VORTAC via MLF R-190 and LAS R-045 to LUXOR INT. Thence. . . .

. . . .From over LUXOR INT via BLD R-023 to BAMAA INT, thence via LAS R-066 to LAS VORTAC. Thence. . . .

LANDING MC CARRAN INTL: All runways expect radar vectors to final approach course.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI: Expect radar vectors to airport.

LOST COMMUNICATIONS: After LAS VORTAC proceed direct BLD VORTAC and hold. Maintain 8000′ or last assigned altitude whichever is higher.

SW-4, 21 OCT 2010 to 18 NOV 2010

CAL NEV ARI

KIDWELL (1L4) 0 S UTC−8(−7DT) N35°18.33′ W114°52.97′ **PHOENIX**
2605 NOTAM FILE RNO
RWY 15–33: 4140X65 (DIRT) LIRL (NSTD)
RWY 15: Fence. **RWY 33:** Road.
AIRPORT REMARKS: Attended continuously. Ultralight activity on and invof arpt. Arpt is residential airpark. Be alert to automobile tfc on Rwy 15–33. +70′ twr 350° left of centerline Rwy 15 and adjacent to the thld. Rwy 15–33 center 4075′ lgtd. Rwy 15–33 NSTD LIRL thld lgts 6 green lgts.
COMMUNICATIONS: CTAF 122.9

CARSON CITY

CARSON (CXP) 3 NE UTC−8(−7DT) N39°11.54′ W119°43.96′ **SAN FRANCISCO**
4705 B S4 **FUEL** 100, 100LL, JET A OX 1, 3 TPA—5505(800) NOTAM FILE CXP **L–9A**
RWY 09–27: H6100X75 (ASPH) S–30 MIRL
RWY 09: PVASI(NSTD)—GA 4.0° TCH 35′. Road. Rgt tfc. **RWY 27:** VASI(V2L)—GA 3.0° TCH 26′.
AIRPORT REMARKS: Attended Jun–Sep 1500–0400Z‡, Oct–May 1600–0300Z‡. Fuel self–service 24 hrs. Ultralight activity on and invof arpt. Rwy 09 non–standard PSIL single box left side. Fee for tiedown only.
WEATHER DATA SOURCES: AWOS–3 119.925 (775) 884–4708.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **RENO APP/DEP CON** 119.2
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.
MUSTANG (H) VORTACW 117.9 FMG Chan 126 N39°31.88′ W119°39.37′ 174° 20.6 NM to fld. 5949/16E.

PARKER CARSON (2Q5) 5 E UTC−8(−7DT) N39°12.10′ W119°41.01′ **SAN FRANCISCO**
4939 NOTAM FILE RNO
RWY 06–24: 1700X40 (GRVL)
RWY 06: Road. **RWY 24:** Hill.
AIRPORT REMARKS: Unattended. Power lines north, south and west of arpt. Rwy 24 ground rises immediately to 15%. +2′ sage brush on rwy edges full length.
COMMUNICATIONS: CTAF 122.9

COALDALE N38°00.20′ W117°46.23′ NOTAM FILE RNO. **LAS VEGAS**
(H) VORTAC 117.7 OAL Chan 124 67° 32.6 NM to Tonopah. 4800/17E. **H–3C, L–9A**
VOR unusable 060°–075° beyond 15 NM below 16,000′.
DME unusable 060°–075° beyond 15 NM below 16,000′.
VORTAC unusable:
150°–180° beyond 15 NM below 15,500′ 305°–015° beyond 25 NM below 15,500′
RCO 122.1R 117.7T (RENO RADIO)

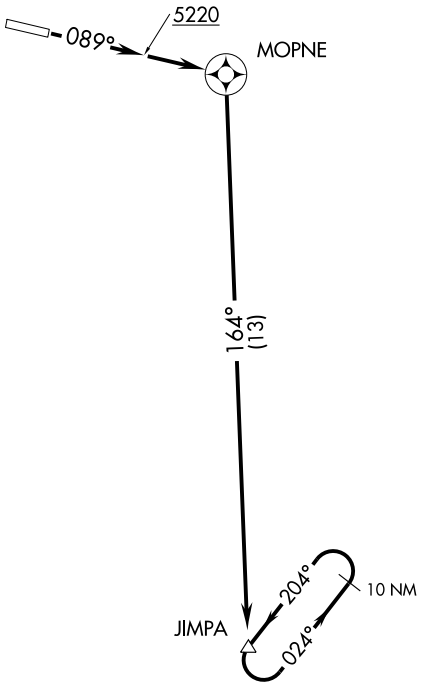
CREECH AFB (INS) N36°35.23′ W115°40.40′ NOTAM FILE RNO. **LAS VEGAS**
AIRSPACE: CLASS D svc Opr 24 hrs from Mon 1300Z‡ thru Sat 1330Z‡, clsd weekends and holidays. Other times CLASS G. **L–9B**
ASOS 121.125 DSN 384–0667, C702–404–0667.

CRESCENT VALLEY (U74) 1 E UTC−8(−7DT) N40°24.96′ W116°33.81′ **SALT LAKE CITY**
4787 NOTAM FILE RNO
RWY 05–23: 5424X60 (DIRT)
RWY 05: Road. **RWY 23:** Road.
RWY 14–32: 4650X75 (DIRT)
RWY 14: Tree.
AIRPORT REMARKS: Unattended. Cattle on and invof rwys. Rwy 05–23 first 1600′ of Rwy 23 rough surface. Uncontrolled vehicle access all runways. Rwy 14–32 +2′ earth ridges along rwy edges and 3′ berm along both sides of rwy. Rwy 05–23 −1′ drainage ditch both sides rwy, +2′ earth ridges along rwy edges.
COMMUNICATIONS: CTAF 122.9

CURRANT N38°40.25′ W115°36.07′ **LAS VEGAS**
RCO 122.3 (RENO RADIO) **L–9B**

CURRANT RANCH (9U7) 1 SW UTC−8(−7DT) N38°44.16′ W115°28.82′ **LAS VEGAS**
5181 NOTAM FILE RNO
RWY 03–21: 5100X80 (TURF–DIRT)
RWY 21: Road.
AIRPORT REMARKS: Unattended. Rwy 03–21 has unlimited vehicle access to acft movement area. Wind permitting land Rwy 03 tkf Rwy 21 to avoid overflying town. Space for tiedown, but no ropes or chains.
COMMUNICATIONS: CTAF 122.9

AWOS-3
119.925
RENO DEP CON
119.2 279.55



SW-4, 21 OCT 2010 to 18 NOV 2010

TAKE-OFF MINIMUMS

Rwy 9: Standard with minimum climb of 550 feet per NM to 11400 feet.
Rwy 27: NA - Obstacles.

TAKE-OFF OBSTACLE NOTES

Rwy 9: Powerlines beginning 630' from DER, left and right of centerline, up to 75' AGL/4754' MSL.

NOTE: 1. RNAV 1
2. GPS Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 9: Climb heading 089° to 5220, then climb to 15000 direct MOPNE and on track 164° to JIMPA and hold. Continue climb-in-hold to 15000 before proceeding on course.

APP CRS	Rwy Idg	N/A
342°	TDZE	N/A
	Apt Elev	4705

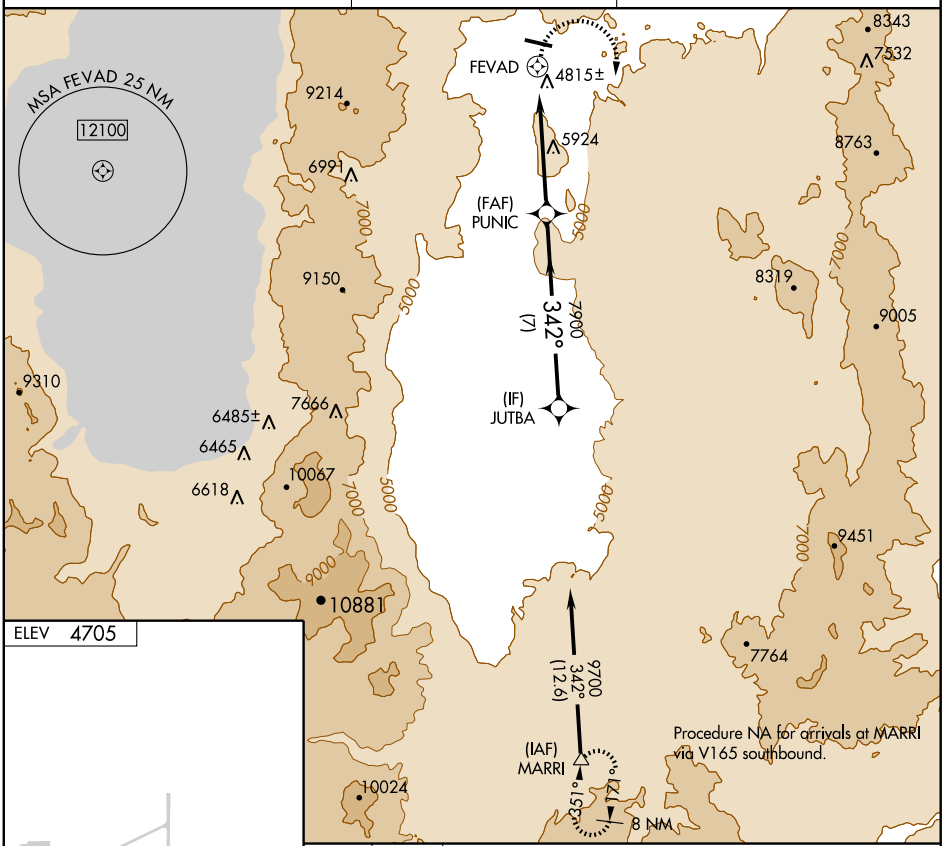
RNAV (GPS)-A
CARSON (CXP)

NA

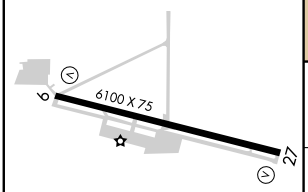
DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Reno/Tahoe Intl altimeter setting and increase all MDA 540 feet.

MISSED APPROACH: Climbing right turn to 13000 direct MARRI and hold, continue climb-in-hold to 13000.

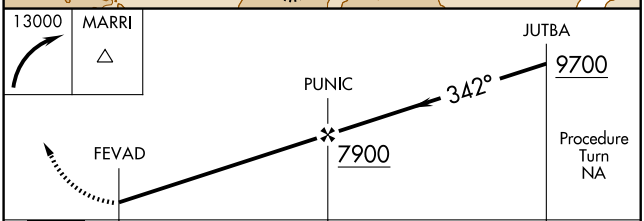
AWOS-3	RENO APP CON	UNICOM
119.925	119.2 279.55	123.0 (CTAF)



ELEV 4705

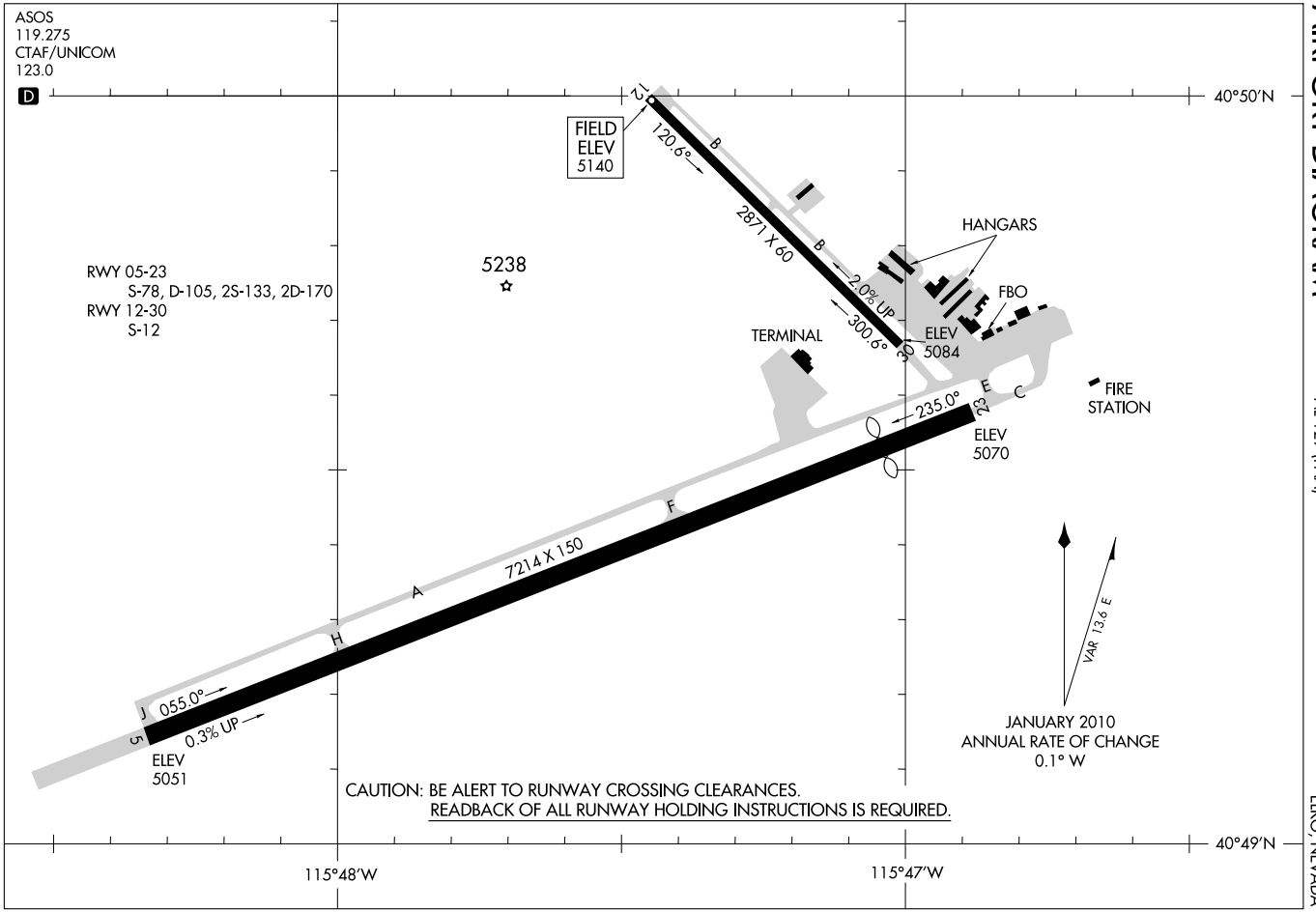


MIRL Rwys 9-27



CATEGORY	A	B	C	D
CIRCLING	6380-1¼ 1675 (1700-1¼)	6380-1½ 1675 (1700-1½)	6380-3 1675 (1700-3)	6440-3 1735 (1800-3)

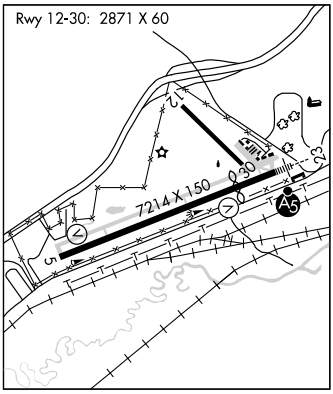
SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010



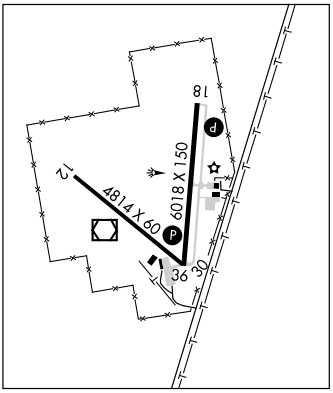
10210 AIRPORT DIAGRAM ELKO RGNL (EKO) ELKO, NEVADA

ELKO RGNL (EKO) 1 W UTC−8(−7DT) N40°49.50′ W115°47.50′ **SALT LAKE CITY**
5140 B S4 **FUEL** 100, JET A TPA—See Remarks. Class II, ARFF Index A **H–3C, L–9B, 11B**
NOTAM FILE EKO **IAP, AD**

RWY 05–23: H7214X150 (ASPH–GRVD) S–78, D–105, 2S–133, 2D–170 MIRL 0.3% up NE **RWY 05:** VASI(V4L)—GA 3.0° TCH 43′. Road. Rgt tfc.
RWY 23: MALSR. VASI(V4L)—GA 3.25° TCH 34′. Thld dsplcd 795′. Lgtd pole.
RWY 12–30: H2871X60 (ASPH) S–12 2.0% up NW
RWY 12: Pole. Rgt tfc. **RWY 30:** Pole.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–7214 TODA–7214 ASDA–7214 LDA–7214
RWY 23: TORA–7211 TODA–8211 ASDA–7211 LDA–6410
AIRPORT REMARKS: Attended 1300–0300Z‡. PPR for all acft operations over 100,000 pounds call 775–777–7190. Rwy 23 7211′ for dep; 6401′ for ldg; Rwy 05 7211′ for dep and ldg. TPA—6140(1000), jet acft 6640(1500). ACTIVATE MIRL Rwy 05–23, MALSR Rwy 23—122.7. VASI Rwy 05 and Rwy 23 opr continuously.
WEATHER DATA SOURCES: ASOS 119.275 (775) 778–9639.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.6 (RENO RADIO)
SALT LAKE CENTER APP/DEP CON 132.25
RADIO AIDS TO NAVIGATION: NOTAM FILE EKO.
BULLION (L) VORW/DME 114.5 BQU Chan 92 N40°45.58′ W115°45.68′ 324° 4.2 NM to fld. 6464/17E.
LDA/DME 108.5 I–EKO Chan 22 Rwy 23. DME unusable byd 13 NM blo 9,000′.



ELY ARPT (YELLAND FLD) (ELY) 3 NE UTC−8(−7DT) N39°17.98′ W114°50.51′ **LAS VEGAS**
6259 B S4 **FUEL** 100LL, JET A OX 3 Class II, ARFF Index A NOTAM FILE ELY **H–3D, L–9B**
RWY 18–36: H6018X150 (ASPH–PFC) S–70, D–85, 2D–130 MIRL 0.6% up S **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 50′.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 50′.
RWY 12–30: H4814X60 (ASPH) S–15 MIRL 0.4% up SE
RWY 30: Tree.
AIRPORT REMARKS: Attended 1600–0100Z‡. Soft shoulders adjacent all rwys and taxiways. Rwy 12–30 not avbl for acft over 30 passenger seats. Svc charge for fuel after hours. Ultralight acft operating on Rwy 12 and in vicinity of arpt dalgt hours. ACTIVATE MIRL Rwy 12–30 and Rwy 18–36, PAPI Rwy 18 and Rwy 36, REIL Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: ASOS 120.625 (775) 289–4466.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.2 (RENO RADIO)
Ⓡ **SALT LAKE CENTER APP/DEP CON** 133.45
RADIO AIDS TO NAVIGATION: NOTAM FILE ELY.
(H) VORW/DME 110.6 ELY Chan 43 N39°17.90′ W114°50.90′ at fld. 6254/14E.
VOR/DME unusable:
008°–142° byd 10 NM blo 17,500′
008°–142° byd 20 NM
142°–163° byd 20 NM blo 11,500′
163°–293° byd 16 NM
293°–343° blo 13,000′
293°–343° byd 22 NM blo 14,000′
293°–343° byd 26 NM
343°–008° byd 21 NM blo 12,000′



EMPIRE (1A8) 1 W UTC−8(−7DT) N40°34.71′ W119°21.09′ **KLAMATH FALLS**
3990 NOTAM FILE RNO
RWY 18–36: 3770X42 (DIRT)
RWY 18: Rgt tfc. P–line.
RWY 07–25: 3170X48 (DIRT)
RWY 07: Rgt tfc. **RWY 25:** Thld dsplcd 800′. P–line.
AIRPORT REMARKS: Unattended. No tkf Rwy 07 due to p–line and ball fld lgts +50′. Rwy 25 dsplcd thld marked by 8 white tires. Rwy 18–36 thlds marked with white tires. 1′ berms around all rwys.
COMMUNICATIONS: CTAF 122.9

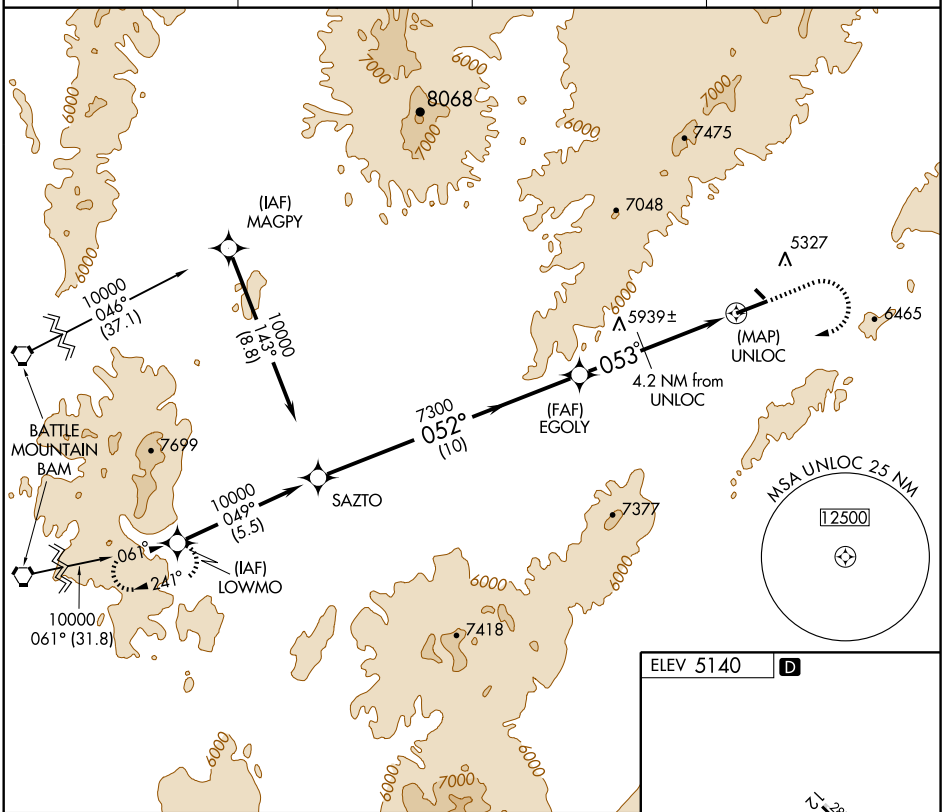
APP CRS	Rwy Idg	7214
053°	TDZE	5047
	Apt Elev	5140

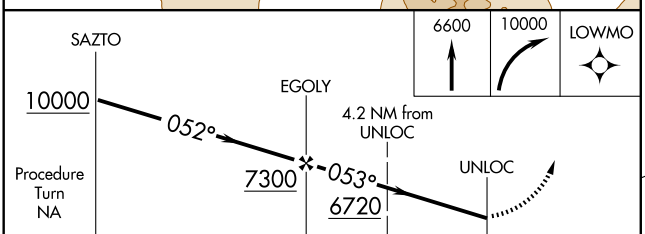
GPS RWY 5
ELKO RGNL (EKO)

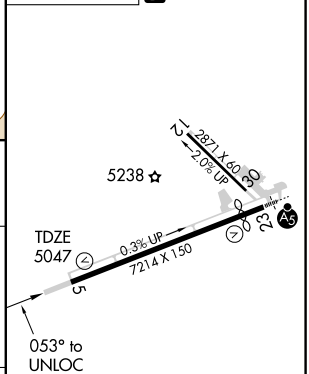
NA

MISSED APPROACH: Climb to 6600, then climbing right turn to 10000 direct LOWMO WP and hold.

ASOS	SALT LAKE CENTER	UNICOM	
119.275	132.25 338.35	123.0 (CTAF)	122.7 L







CATEGORY	A	B	C	D
S-5	6220-1¼ 1173 (1100-1¼)	6220-1½ 1173 (1100-1½)	6220-3 1173 (1100-3)	
CIRCLING	6220-1¼ 1085 (1100-1¼)	6220-1½ 1085 (1100-1½)	6220-3 1085 (1100-3)	

MIRL Rwy 5-23 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-EKO	APP CRS	Rwy Idg	6410
108.5	239°	TDZE	5064
Chan 22		Apt Elev	5140

LDA/DME RWY 23

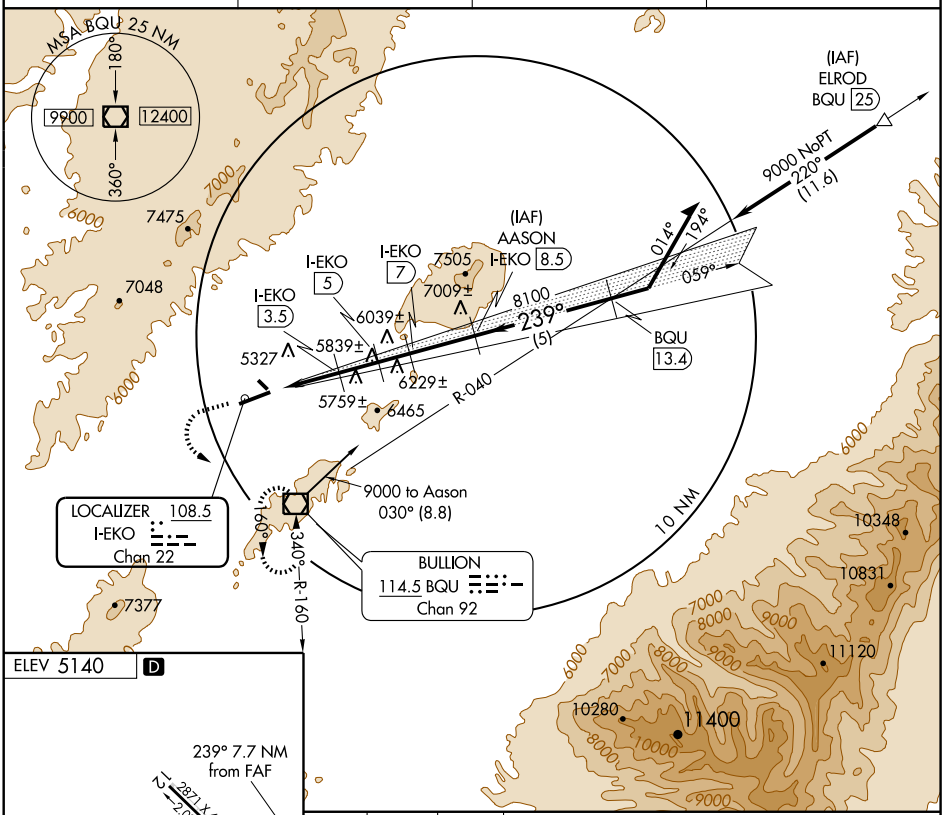
ELKO RGNL (EKO)

T A Inoperative table does not apply to Cat. A and B.

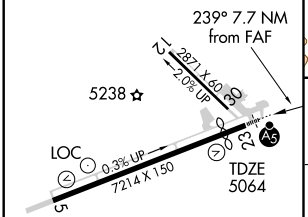
MALSR A5

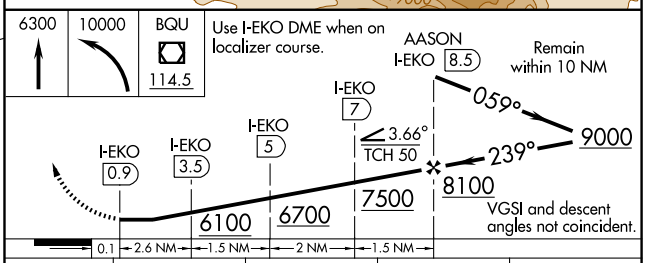
MISSED APPROACH: Climb to 6300 then climbing left turn to 10000 direct BQU VOR/DME and hold.

ASOS	SALT LAKE CENTER	UNICOM	122.7 L
119.275	132.25 338.35	123.0 (CTAF)	



ELEV 5140 D





CATEGORY	A	B	C	D
S-23	5660-1 596 (600-1)			5660-1¼ 596 (600-1¼)
CIRCLING	6020-1 880 (900-1)	6020-1¼ 880 (900-1¼)	6140-3 1000 (1000-3)	6220-3 1080 (1100-3)

MIRL Rwy 5-23 L

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

ELKO RGNL (EKO)

APP CRS	Rwy Idg	6410
241°	TDZE	5064
	Apt Elev	5140

Inoperative table does not apply.
DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 6600 then climbing left turn to 10000 direct BQU VOR/DME and hold.

ASOS	SALT LAKE CENTER	UNICOM	
119.275	132.25 338.35	123.0 (CTAF)	122.7 L

Procedure NA for arrivals at ARAYI via V6 southwestbound and arrivals at BUCAK via V465 northeastbound.

ARAYI

8500 105° (9.8)

(IAF) BUCAK

8500 206° (8.1)

7505

7048

OFCUJ 4 NM to RW23

6479±

6900±

7800 257° (5.6)

(IF) KOQHO

5327

241°

(FAF) LOYIW

RW23

6328±

6465

9167

BULLION BQU

160°

340°

6 NM

10348

10831

11120

10280

11400

7377

MSA RW 23 25 NM

12600

ELEV 5140 D

241° to RW23

5238

2871 X 60

2.0% UP

0.3% UP

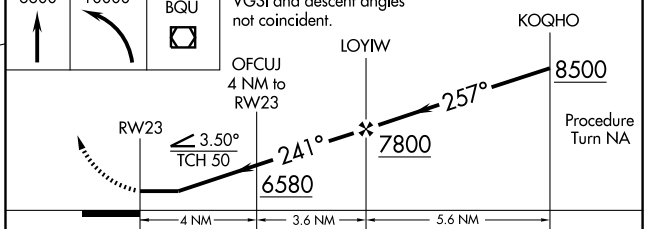
7214 X 150

TDZE 5064

MIRL Rwy 5-23 L

6600 | 10000 | BQU

VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
LNAV MDA	6500-1¼ 1436 (1400-1¼)	6500-1½ 1436 (1400-1½)	6500-3	1436 (1400-3)
CIRCLING	6500-1¼ 1360 (1400-1¼)	6500-1½ 1360 (1400-1½)	6500-3	1360 (1400-3)

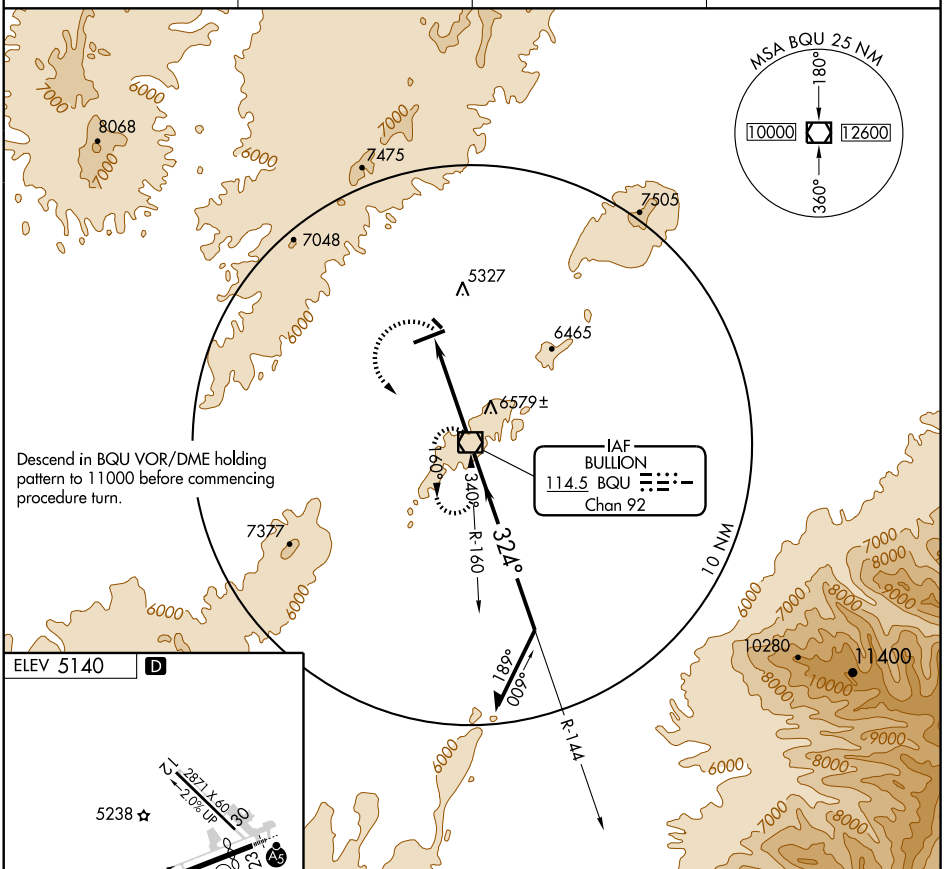
SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

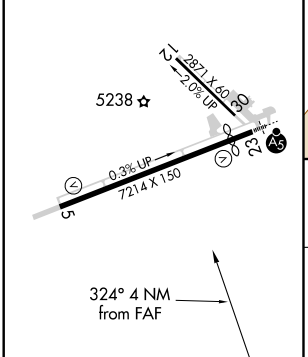
VOR/DME BQU 114.5 Chan 92	APP CRS 324°	Rwy Idg N/A TDZE N/A Apt Elev 5140

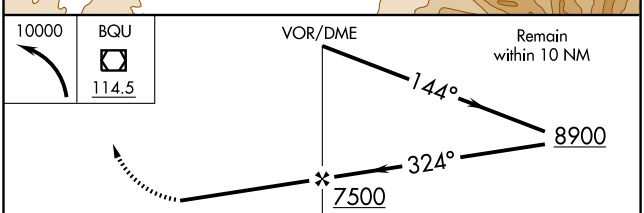
VOR-A
ELKO RGNL (EKO)

MISSED APPROACH: Climbing left turn to 10000 direct BQU VOR/DME and hold.

ASOS	SALT LAKE CENTER	UNICOM	
119.275	132.25 338.35	123.0 (CTAF)	122.7 L







FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
CIRCLING	6580-1¼ 1440 (1500-1¼)	6580-1½ 1440 (1500-1½)	6580-3 1440 (1500-3)	

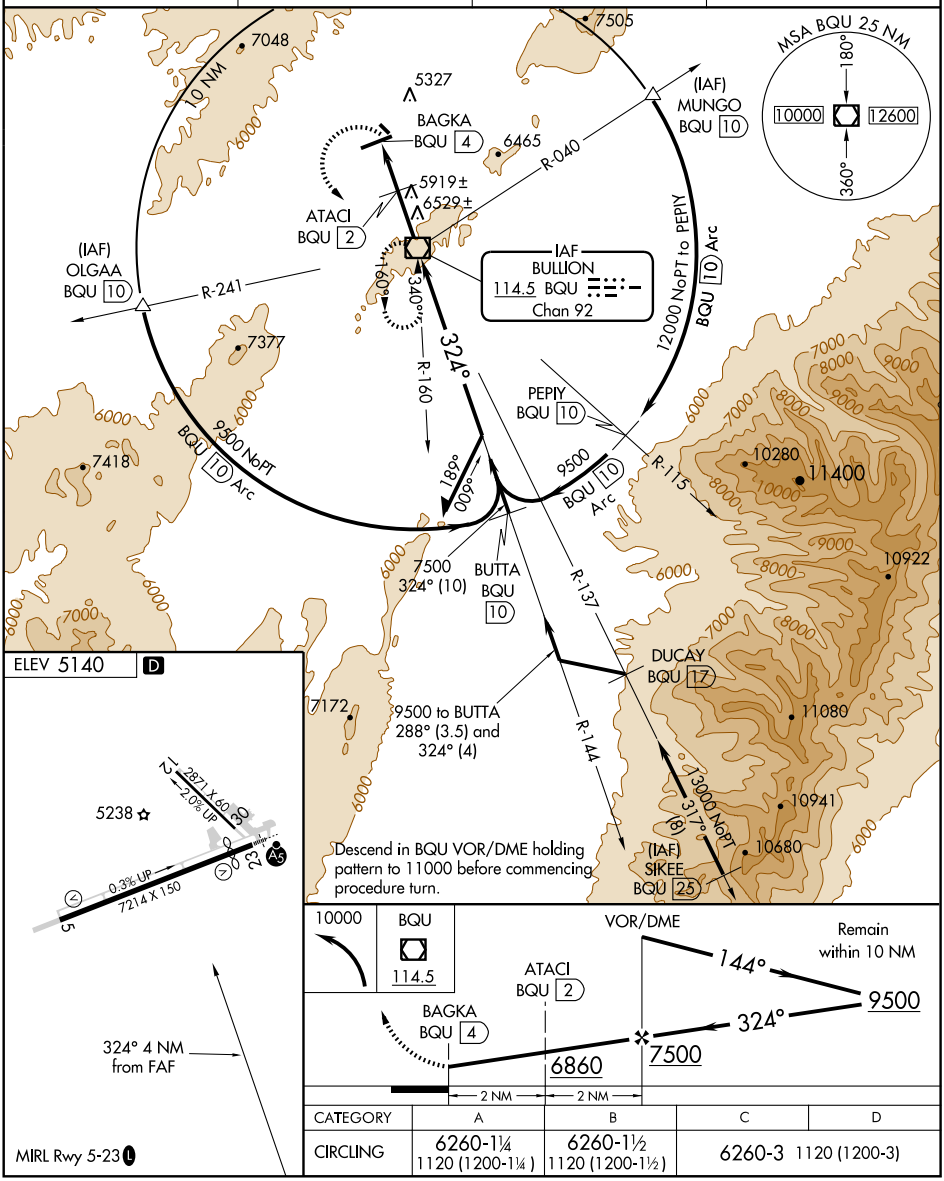
SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME BQU 114.5 Chan 92	APP CRS 324°	Rwy Idg N/A TDZE N/A Apt Elev 5140

VOR/DME-B
ELKO RGNL (EKO)

MISSED APPROACH: Climbing left turn to 10000 direct BQU VOR/DME and hold.

ASOS 119.275	SALT LAKE CENTER 132.25 338.35	UNICOM 123.0 (CTAF)	122.7 L

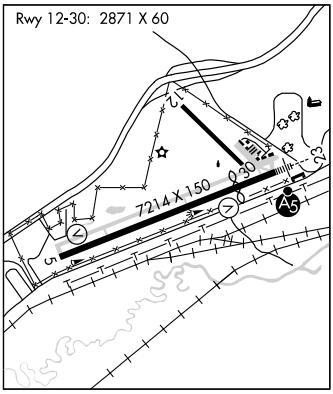


CATEGORY	A	B	C	D
CIRCLING	6260-1¼ 1120 (1200-1¼)	6260-1½ 1120 (1200-1½)	6260-3 1120 (1200-3)	

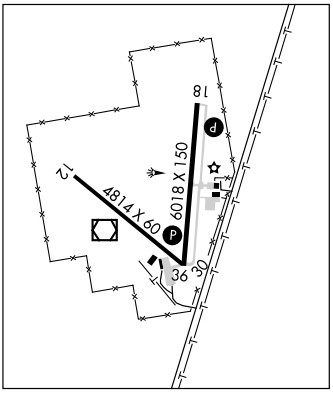
SW-4, 21 OCT 2010 to 18 NOV 2010

ELKO RGNL (EKO) 1 W UTC−8(−7DT) N40°49.50′ W115°47.50′ **SALT LAKE CITY**
5140 B S4 **FUEL** 100, JET A TPA—See Remarks. Class II, ARFF Index A **H–3C, L–9B, 11B**
NOTAM FILE EKO **IAP, AD**

RWY 05–23: H7214X150 (ASPH–GRVD) S–78, D–105, 2S–133, 2D–170 MIRL 0.3% up NE **RWY 05:** VASI(V4L)—GA 3.0° TCH 43′. Road. Rgt tfc.
RWY 23: MALSR. VASI(V4L)—GA 3.25° TCH 34′. Thld dsplcd 795′. Lgtd pole.
RWY 12–30: H2871X60 (ASPH) S–12 2.0% up NW
RWY 12: Pole. Rgt tfc. **RWY 30:** Pole.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–7214 TODA–7214 ASDA–7214 LDA–7214
RWY 23: TORA–7211 TODA–8211 ASDA–7211 LDA–6410
AIRPORT REMARKS: Attended 1300–0300Z‡. PPR for all acft operations over 100,000 pounds call 775–777–7190. Rwy 23 7211′ for dep; 6401′ for ldg; Rwy 05 7211′ for dep and ldg. TPA—6140(1000), jet acft 6640(1500). ACTIVATE MIRL Rwy 05–23, MALSR Rwy 23—122.7. VASI Rwy 05 and Rwy 23 opr continuously.
WEATHER DATA SOURCES: ASOS 119.275 (775) 778–9639.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.6 (RENO RADIO)
SALT LAKE CENTER APP/DEP CON 132.25
RADIO AIDS TO NAVIGATION: NOTAM FILE EKO.
BULLION (L) VORW/DME 114.5 BQU Chan 92 N40°45.58′ W115°45.68′ 324° 4.2 NM to fld. 6464/17E.
LDA/DME 108.5 I–EKO Chan 22 Rwy 23. DME unusable byd 13 NM blo 9,000′.



ELY ARPT (YELLAND FLD) (ELY) 3 NE UTC−8(−7DT) N39°17.98′ W114°50.51′ **LAS VEGAS**
6259 B S4 **FUEL** 100LL, JET A OX 3 Class II, ARFF Index A NOTAM FILE ELY **H–3D, L–9B**
RWY 18–36: H6018X150 (ASPH–PFC) S–70, D–85, 2D–130 MIRL 0.6% up S **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 50′.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 50′.
RWY 12–30: H4814X60 (ASPH) S–15 MIRL 0.4% up SE
RWY 30: Tree.
AIRPORT REMARKS: Attended 1600–0100Z‡. Soft shoulders adjacent all rwys and taxiways. Rwy 12–30 not avbl for acft over 30 passenger seats. Svc charge for fuel after hours. Ultralight acft operating on Rwy 12 and in vicinity of arpt dalgt hours. ACTIVATE MIRL Rwy 12–30 and Rwy 18–36, PAPI Rwy 18 and Rwy 36, REIL Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: ASOS 120.625 (775) 289–4466.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.2 (RENO RADIO)
Ⓡ **SALT LAKE CENTER APP/DEP CON** 133.45
RADIO AIDS TO NAVIGATION: NOTAM FILE ELY.
(H) VORW/DME 110.6 ELY Chan 43 N39°17.90′ W114°50.90′ at fld. 6254/14E.
VOR/DME unusable:
008°–142° byd 10 NM blo 17,500′
008°–142° byd 20 NM
142°–163° byd 20 NM blo 11,500′
163°–293° byd 16 NM
293°–343° blo 13,000′
293°–343° byd 22 NM blo 14,000′
293°–343° byd 26 NM
343°–008° byd 21 NM blo 12,000′



EMPIRE (1A8) 1 W UTC−8(−7DT) N40°34.71′ W119°21.09′ **KLAMATH FALLS**
3990 NOTAM FILE RNO
RWY 18–36: 3770X42 (DIRT)
RWY 18: Rgt tfc. P–line.
RWY 07–25: 3170X48 (DIRT)
RWY 07: Rgt tfc. **RWY 25:** Thld dsplcd 800′. P–line.
AIRPORT REMARKS: Unattended. No tkf Rwy 07 due to p–line and ball fld lgts +50′. Rwy 25 dsplcd thld marked by 8 white tires. Rwy 18–36 thlds marked with white tires. 1′ berms around all rwys.
COMMUNICATIONS: CTAF 122.9

APP CRS		
177°	Rwy Idg	6018
	TDZE	6242
	Apt Elev	6259

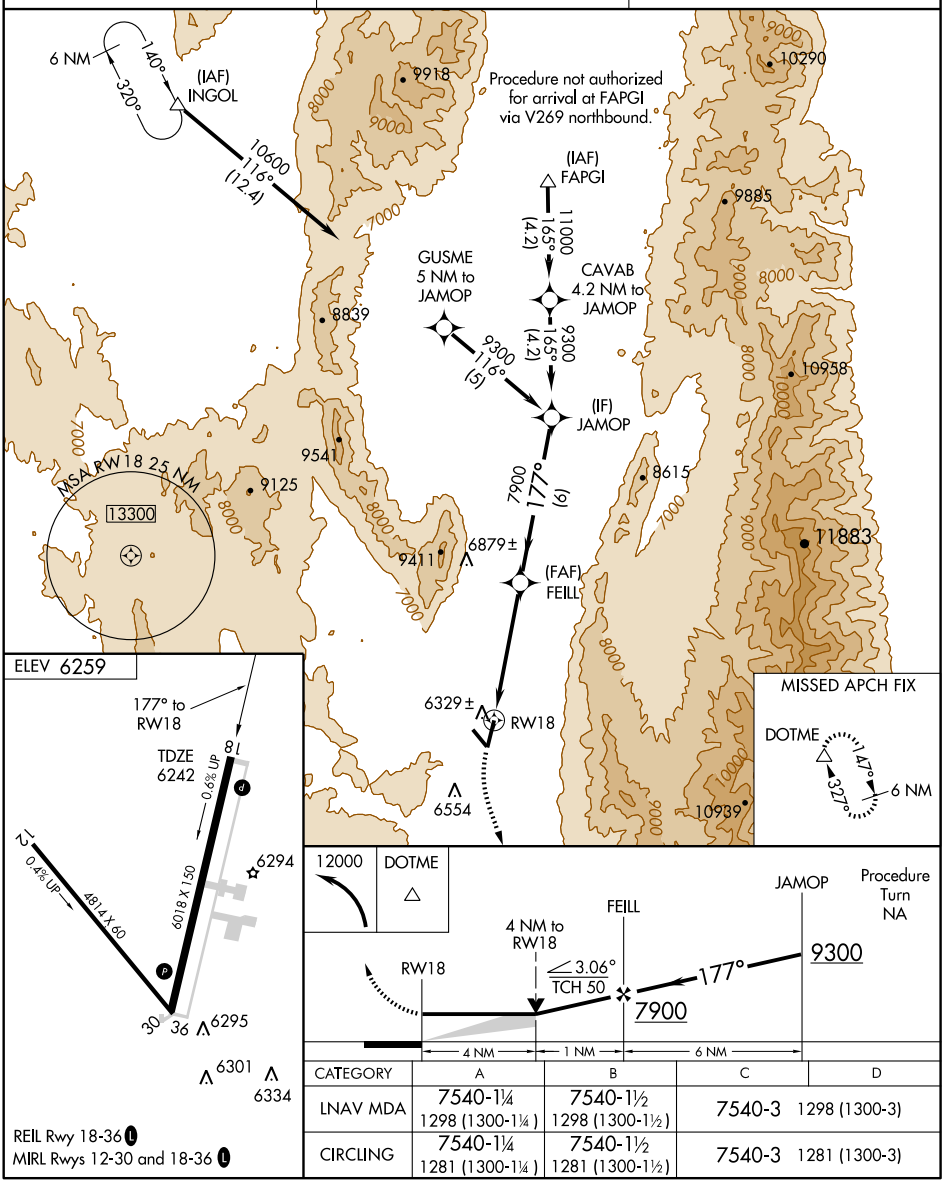
RNAV (GPS) RWY 18

ELY AIRPORT-YELLAND FIELD (ELY)

DME/DME RNP- 0.3 NA.
Circling NA southwest of Rwys 12 and 36.
Straight in minimums NA at night.

MISSED APPROACH: Climbing left turn to 12000 direct DOTME WP and hold.

ASOS	SALT LAKE CENTER	UNICOM
120.625	133.45 317.625	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	7540-1¼ 1298 (1300-1¼)	7540-1½ 1298 (1300-1½)	7540-3 1298 (1300-3)	
CIRCLING	7540-1¼ 1281 (1300-1¼)	7540-1½ 1281 (1300-1½)	7540-3 1281 (1300-3)	

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME ELY 110.6 Chan 43	APP CRS 109°	Rwy Idg N/A TDZE N/A Apt Elev 6259

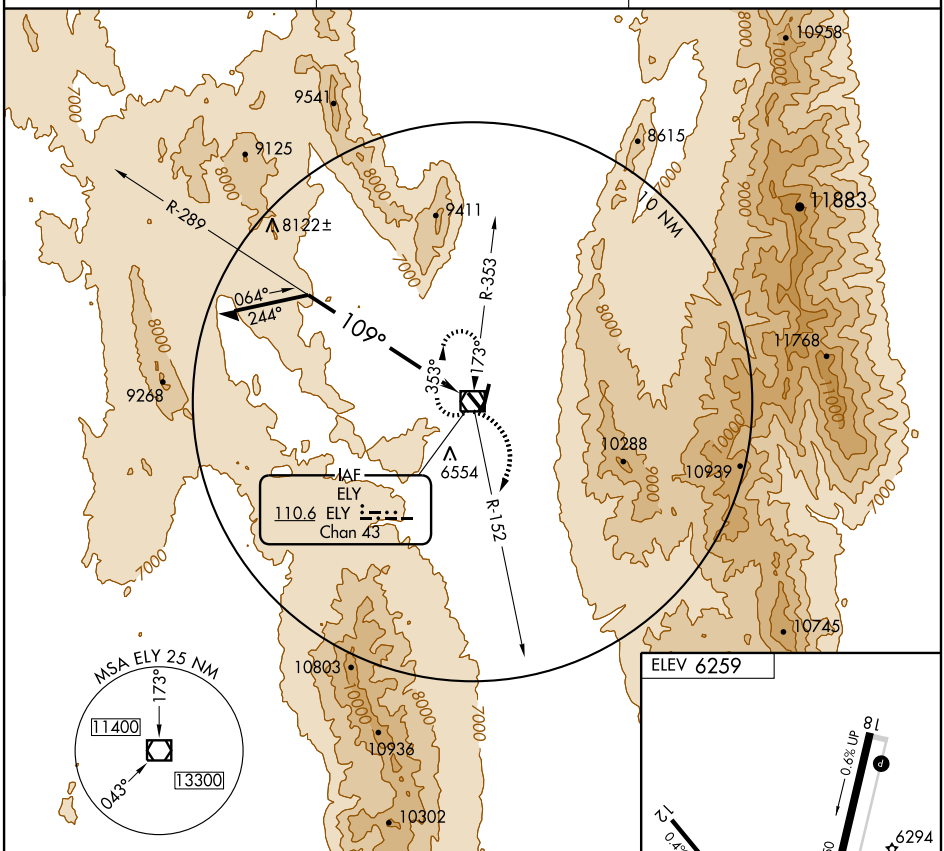
VOR-A

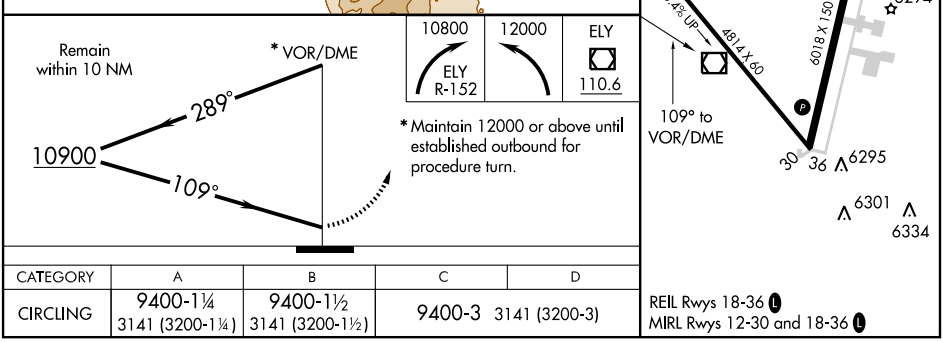
ELY AIRPORT-YELLAND FIELD (ELY)

NA

MISSED APPROACH: Climbing right turn to 10800 via ELY R-152, then climbing left turn to 12000 direct ELY VOR/DME and hold.

ASOS 120.625	SALT LAKE CENTER 133.45 317.625	UNICOM 122.8 (CTAF) L





10800 ELY R-152	12000	ELY 110.6

* Maintain 12000 or above until established outbound for procedure turn.

CATEGORY	A	B	C	D
CIRCLING	9400-1¼ 3141 (3200-1¼)	9400-1½ 3141 (3200-1½)	9400-3 3141 (3200-3)	

REIL Rwys 18-36 L
MIRL Rwys 12-30 and 18-36 L

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VOR/DME ELY 110.6 Chan 43	APP CRS 179°	Rwy Idg N/A TDZE N/A Apt Elev 6259

VOR/DME-C

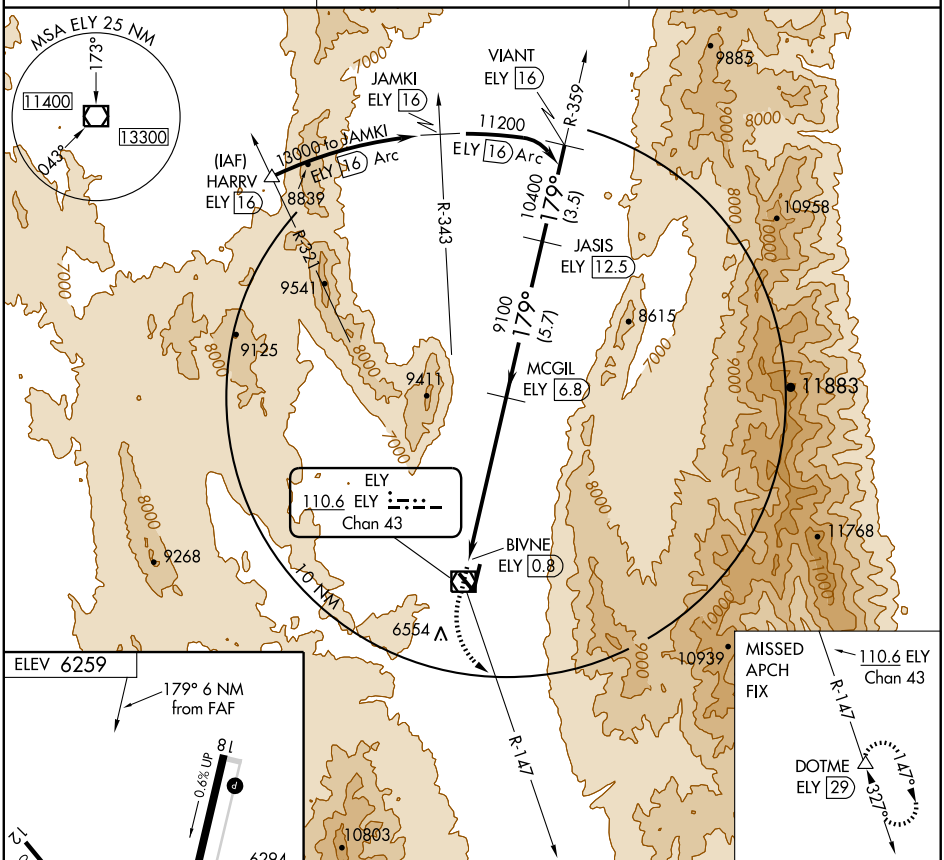
ELY AIRPORT-YELLAND FIELD (ELY)

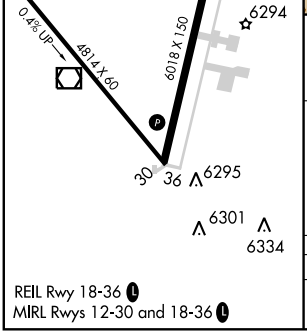
Circling not authorized southwest of Rwys 12 and 36.

NA

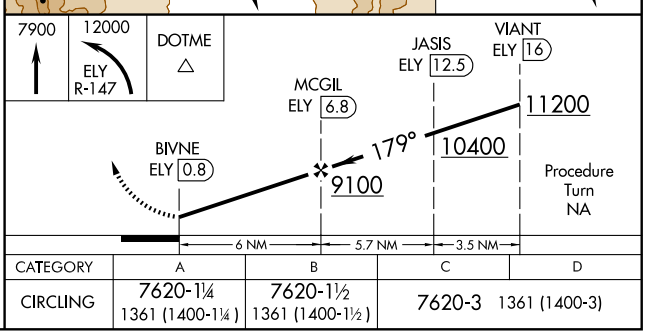
MISSED APPROACH: Climb to 7900 then climbing left turn to 12000 via R-147 to DOTME/ELY 29 DME and hold.

ASOS	SALT LAKE CENTER	UNICOM
120.625	133.45 317.625	122.8 (CTAF) L





REIL Rwy 18-36 L
MIRL Rwys 12-30 and 18-36 L



CATEGORY	A	B	C	D
CIRCLING	7620-1¼ 1361 (1400-1¼)	7620-1½ 1361 (1400-1½)	7620-3 1361 (1400-3)	

SW-4, 21 OCT 2010 to 18 NOV 2010

EUREKA (Ø5U) 6 NW UTC−8(−7DT) N39°36.22′ W116°00.22′

LAS VEGAS
H–3C, L–9B

5954 B S4 **FUEL** 100LL, JET A NOTAM FILE RNO

RWY 17–35: H7300X60 (ASPH–AFSC) S–30 HIRL

RWY 17: PAPI(P2L)—GA 3.0° TCH 45′.

RWY 35: PAPI(P2L)—GA 3.0° TCH 40′. P–line.

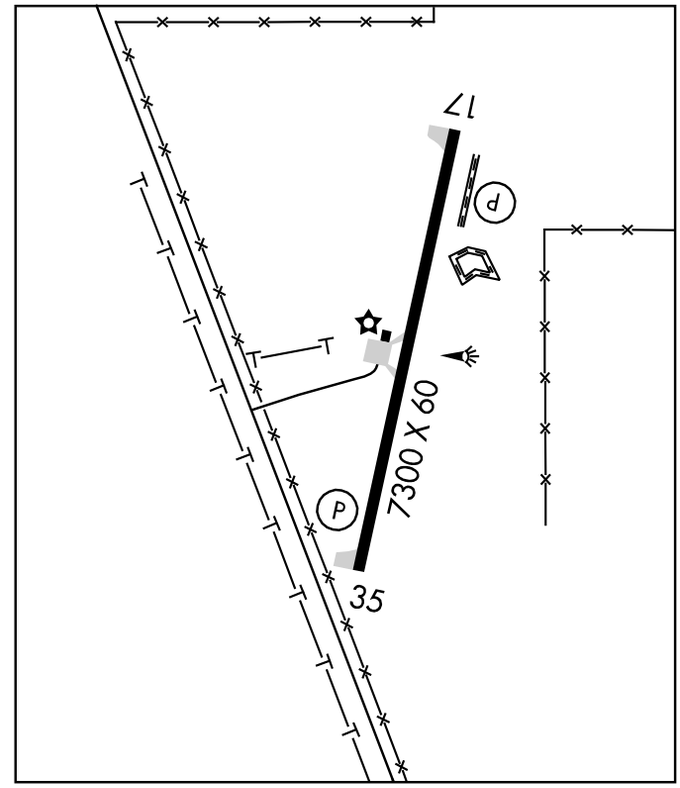
AIRPORT REMARKS: Attended 1600–0100Z‡. After hrs call out 775–237–6100. HIRL Rwy 17–35 preset low ints dusk–dawn, to increase ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF 122.9

RCO 122.3 (RENO RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE EKO.

BULLION (L) VORW/DME 114.5 BQU Chan 92 N40°45.58′ W115°45.68′ 172° 70.1 NM to fld. 6464/17E.



FALLON MUNI (FLX) 2 NE UTC−8(−7DT) N39°29.95′ W118°44.93′

SAN FRANCISCO
H–3C, L–9A
IAP

3963 B S4 **FUEL** 100, JET A OX 4 TPA—4763(800) NOTAM FILE RNO

RWY 03–21: H5703X75 (ASPH) S–17 MIRL

RWY 03: PAPI(P2L)—GA 3.0° TCH 49′. Thld dsplcd 100′. Road.

RWY 21: PAPI(P2L)—GA 3.0° TCH 40′.

RWY 13–31: 4207X100 (DIRT)

RWY 13: Trees. **RWY 31:** Fence.

AIRPORT REMARKS: Attended 1600–0100Z‡. Ultralight activity invof arpt.

COMMUNICATIONS: CTAF/UNICOM 122.8

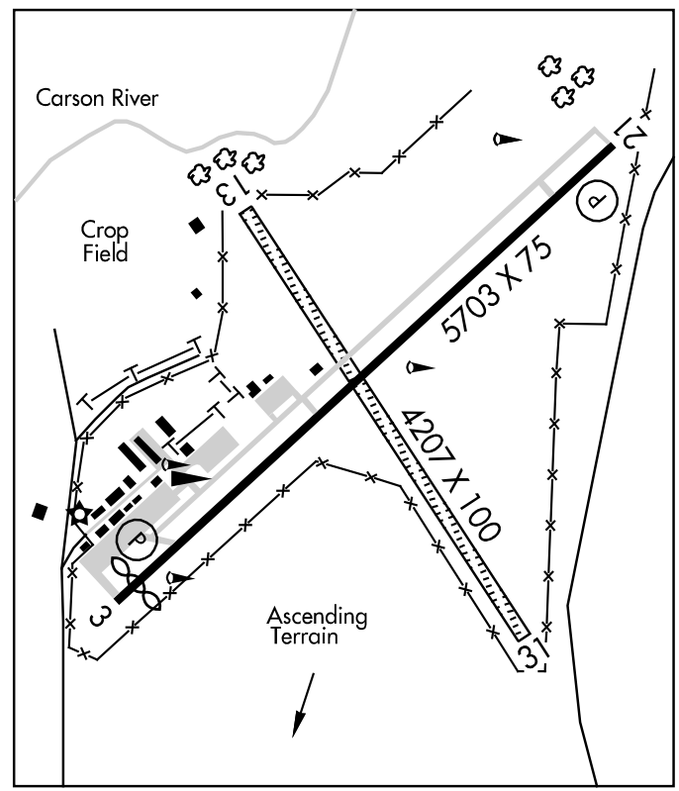
HAZEN RCO 122.1R 114.1T (RENO RADIO)

Ⓡ **NAVY FALLON APP/DEP CON** 120.85 (Mon thru Fri 1515–0645Z‡, Sat 1800–0200Z‡, Sun 2000–0200Z‡) exc holidays.

Ⓡ **OAKLAND CENTER APP/CON** 128.8

RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.

HAZEN (L) VORTAC 114.1 HZN Chan 88 N39°30.99′ W118°59.86′ 078° 11.6 NM to fld. 4080/17E.



APP CRS	Rwy Idg	N/A
081°	TDZE	N/A
	Apt Elev	3966

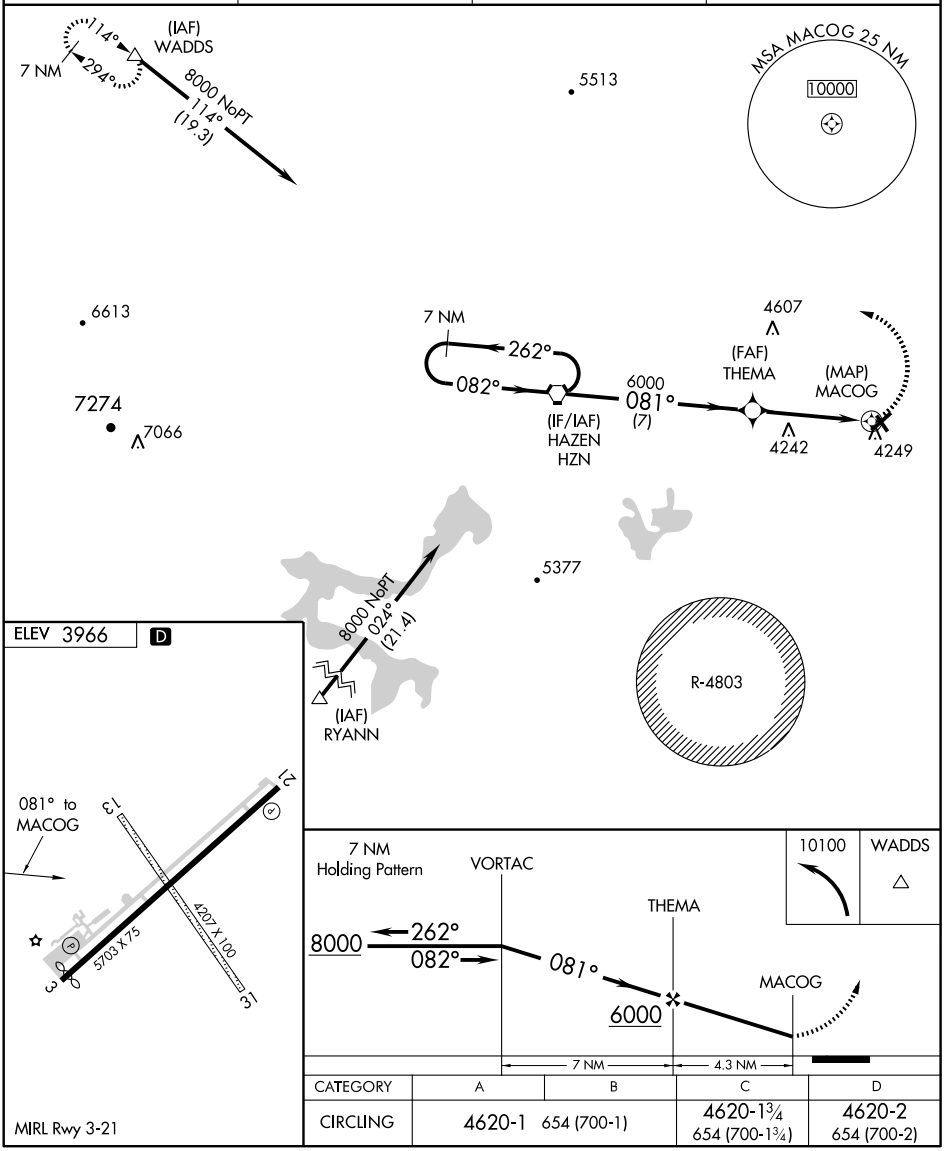
RNAV (GPS)-C

FALLON MUNI (FLX)

DME/DME RNP- 0.3 NA.
Use Fallon NAS altimeter setting; when not received, procedure NA.
Contact Fallon Approach Control for approach clearance, if unable contact Oakland ARTCC.
Circling to Rwy 13-31 NA at night.

MISSED APPROACH: Climbing left turn to 10100 direct WADDS and hold, continue climb-in-hold to 10100.

NAVY FALLON ATIS ★	NAVY FALLON APP CON ★	OAKLAND CENTER	UNICOM
370.925	120.85 360.2	128.8 285.5	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	4620-1 654 (700-1)		4620-1¾ 654 (700-1¾)	4620-2 654 (700-2)

MIRL Rwy 3-21

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

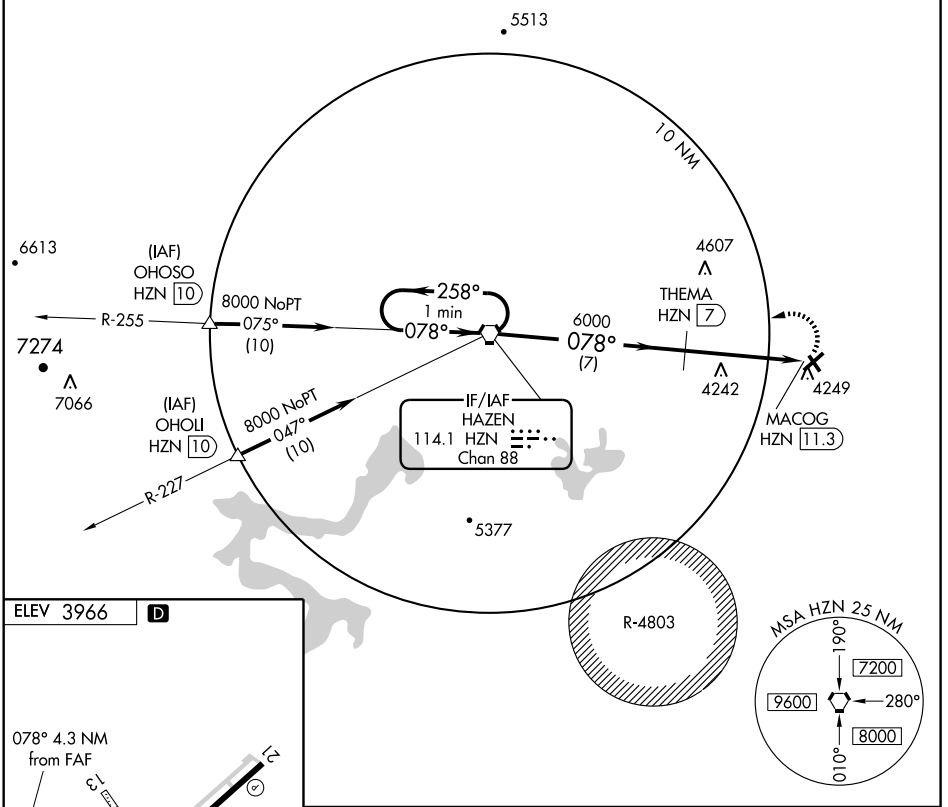
VORTAC HZN	APP CRS	Rwy Idg	N/A
114.1	078°	TDZE	N/A
Chan 88		Apt Elev	3966

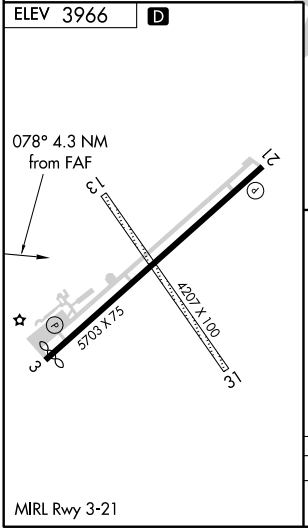
VOR/DME-B
FALLON MUNI (FLX)

Use Fallon NAS altimeter setting; when not received procedure NA. Contact Fallon Approach Control for approach clearance, if unable contact Oakland ARTCC.
Circling to Rwy 13-31 NA at night.

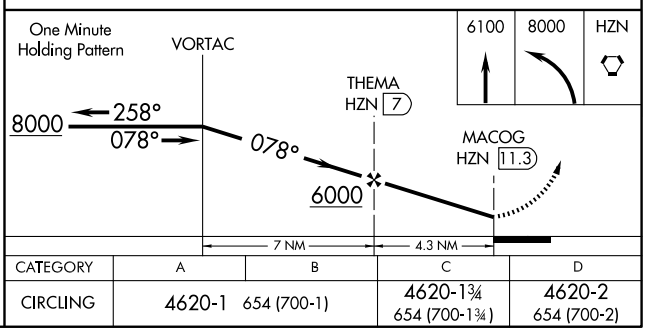
MISSED APPROACH: Climb to 6100 then climbing left turn to 8000 direct HZN VORTAC and hold.

NAVY FALLON ATIS ★	NAVY FALLON APP CON ★	OAKLAND CENTER	UNICOM
370.925	120.85 360.2	128.8 285.5	122.8 (CTAF)





MIRL Rwy 3-21



CATEGORY	A	B	C	D
CIRCLING	4620-1 654 (700-1)		4620-1¾ 654 (700-1¾)	4620-2 654 (700-2)

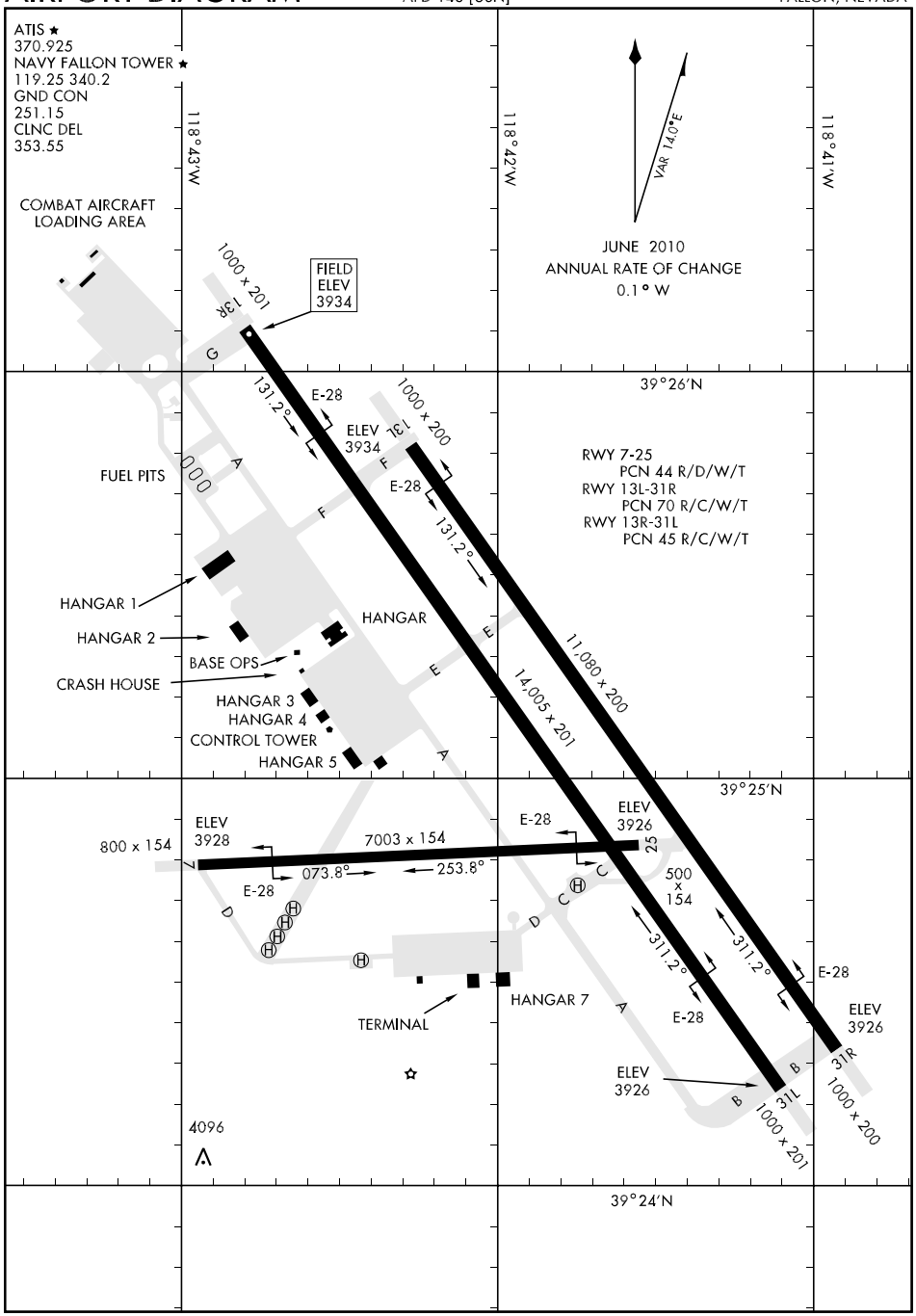
SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

FALLON NAS (VAN VOORHIS FIELD) (KNFL)

AFD-143 [USN]

FALLON, NEVADA



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

FALLON, NEVADA

FALLON NAS (VAN VOORHIS FIELD) (KNFL)

FALLON NAS (VAN VOORHIS FLD) (NFL)(KNFL) NAS 3 NE UTC−8(−7DT) **SAN FRANCISCO**
N39°25.07′ W118°41.92′ **H–3C, L–9A**
3934 B TPA—See Remarks NOTAM FILE NFL Not insp. **DIAP, AD**
RWY 13R–31L: H14005X201 (PEM) PCN 45 R/C/W/T HIRL
RWY 13R: PAPI(P4L)—GA 3.0° TCH 46′. **RWY 31L:** PAPI(P4L)—GA 3.5° TCH 56′.
RWY 13L–31R: H11080X200 (CONC) PCN 70 R/C/W/T HIRL
RWY 13L: OLS. **RWY 31R:** OLS.
RWY 07–25: H7003X154 (PEM) PCN 44 R/D/W/T HIRL
RWY 07: OLS. **RWY 25:** OLS.
ARRESTING GEAR/SYSTEM
RWY 13R HOOK E28(B) (1804′) HOOK E28(B) (1897′) **RWY 31L**
RWY 13L HOOK E28(B) (952′) HOOK E28(B) (954′) **RWY 31R**
RWY 07 HOOK E28(B) (1300′) HOOK E28(B) (1293′) **RWY 35**
MILITARY SERVICE: LGT Rwy 07–25 Portable. **A–GEAR** E–28(B) apch end Rwy 31R normally derigged.
JASU 1 (GTC–85) 1(NCPP–105) 2(NC–8A) **FUEL** J8. 4 hr prior notice rqr for acft req hot refueling, DSN 890–2508/9 C775–426–2508/9. J8.
FLUID SP LOX **TRAN ALERT** No transient maintenance/hanger space or de–ice avbl.
MILITARY REMARKS: Opr Mon–Fri 1515–0645Z‡, Sat 1800–0200Z‡, Sun 2000–0200Z‡, clsd holidays. Other times by NOTAM. See FLIP AP/1 Supplementary Arpt Remark. **RSTD** PPR 24 hr in advance for transient svc except MEDEVAC, Search and Rescue, deployed squadrons/CVW or scheduled logistics flight. PPR valid only 4 hr byd estimated time of arrival unless rescheduled, DSN 890–3415/3479, C775–426–3415/3479. **CAUTION** Radar twr 1.1 NM SW of control twr 167′ AGL. Large multi–engine acft full stop/touch and go land past E–28 A–Gear at apch ends. Twy C, S apron to apch end Rwy 25 varies in width tapering to 50′ wide E of Rwy 13R–31L. Twy D, S apron to apch end Rwy 07 50′ wide. Extensive bird activity within approximately 15 NM of arpt from surface to approximately 3000′ AGL. General aviation acft opr from Fallon Muni arpt 5 NM NNW. **TFC PAT** All acft activate ldg/taxi lgt while on apch. Reduced rwy separation standard in effect for USN/USMC acft. TPA—Initial all rwys 7600(3666), overhead break 5500(1566) no overhead for Rwy 07 pattern altitude 5000(1066). Due to extensive traffic acft req practice apch expect lengthy delays.
NS ABTMT When dep Rwy 31L turn rgt, heading 040°, over dep end. All acft ctc Operations Duty Officer, DSN 890–2419/2458, C775–426–2419/2458, prior to filing VFR, for noise sensitive area briefing. Straight in apch only Mon–Fri after 0600Z‡ and all day Sun. **MISC** Schedule of FRTC airspace outside of published airfield hrs will be allowed only after approval has been granted by the NAS Fallon Ops Officer to extd/modify published airfield hrs. Base OPS DSN 890–2419/2458, C775–426–2458. Logistics acft expect ASR/PAR apch.
COMMUNICATIONS: SFA **ATIS** 370.925 (Mon–Fri 1515–0645Z‡, Sat 1800–0200Z‡, Sun 2000–0200Z‡, clsd holidays. Other times by NOTAM.)
Ⓡ **NAVY FALLON APP/DEP CON** 120.85 360.2 (Mon–Fri 1515–0645Z‡, Sat 1800–0200Z‡, Sun 2000–0200Z‡, clsd holidays.), other times ctc Ⓡ**OAKLAND CENTER APP/DEP CON** 128.8 285.5
NAVY FALLON TOWER 119.25 340.2 (Mon–Fri 1515–0645Z‡, Sat 1800–0200Z‡, Sun 2000–0200Z‡, clsd holidays. Other times by NOTAM.)
GND CON 251.15 **CLNC DEL** 353.55
PMSV METRO 327.4 **BASE OPS** 238.0 **DESERT CON** 126.2 322.35 (Acft transient, using Fallon Range check in and out—call Desert Control.)
AIRSPACE: CLASS D svc Mon–Fri 1515–0645Z‡, Sat 1800–0200Z‡, Sun 2000–0200Z‡ except holidays other times CLASS E, other times by NOTAM.
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.
HAZEN (L) VORTAC 114.1 HZN Chan 88 N39°30.99′ W118°59.86′ 096° 15.0 NM to fld. 4080/17E.
(H) TACAN Chan 82 NFL (113.5) N39°25.01′ W118°42.29′ at fld. 3929/14E.
ASR/PAR (Mon–Fri 1515–0645Z‡, Sat 1800–0200Z‡, Sun 2000–0200Z‡, clsd holidays)
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima. Inbound transient helicopter ctc Tower 5 min prior to entering CLASS D airspace for entry procedure.

FERNLEY

TIGER FLD (N58) 3S UTC−8(−7DT) N39°33.58′ W119°14.49′ **SAN FRANCISCO**
4346 NOTAM FILE RNO **L–9A**
RWY 15–33: H3974X40 (ASPH)
RWY 15: Rgt tfc. **RWY 33:** Hill.
RWY 05–23: 2750X40 (GRVL)
RWY 05: Road. **RWY 23:** Hill.
AIRPORT REMARKS: Unattended. Rwy 15–33 multiple cracks wider than 3 inches on rwy.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.
HAZEN (L) VORTAC 114.1 HZN Chan 88 N39°30.99′ W118°59.86′ 266° 11.6 NM to fld. 4080/17E.

HI-TACAN RWY 13R

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NFL Chan 82	141°	14,005	3934	3934

JAL-143 [USN]

FALLON NAS (VAN VOORHIS FLD) (KNFL)

* MISSED APPROACH: Climb direct NFL TACAN, then climbing left turn to 9800. Intercept NFL R-117 outbound to MUFIT and hold.

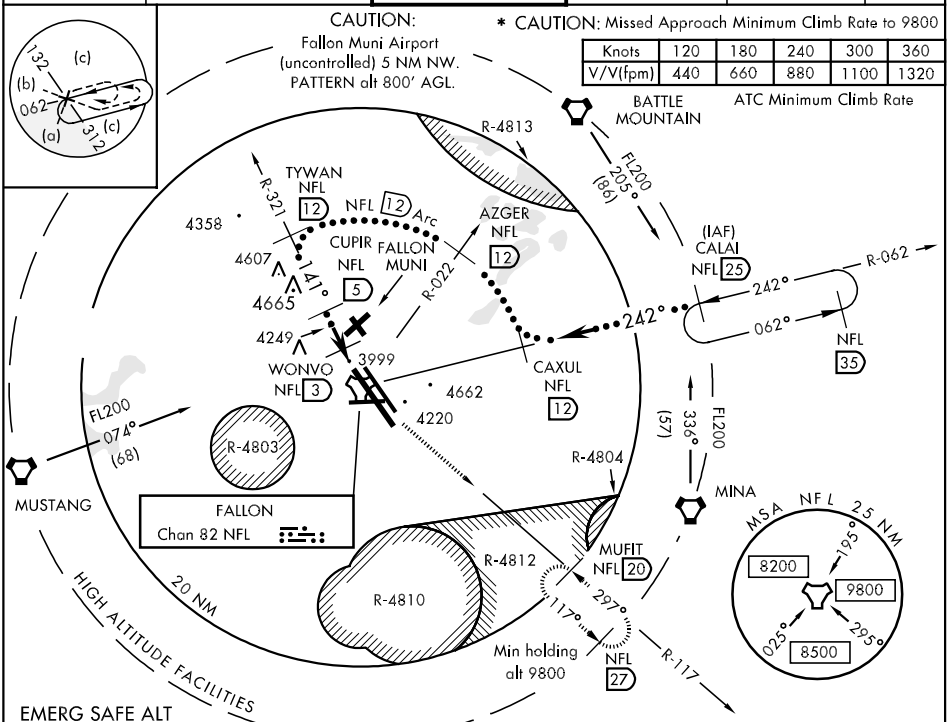
ATIS *	NAVY FALLON APP CON	NAVY FALLON TOWER *	GND CON	CLNC DEL	ASR/PAR
370.925	120.85 360.2	119.25 340.2	251.15	353.55	

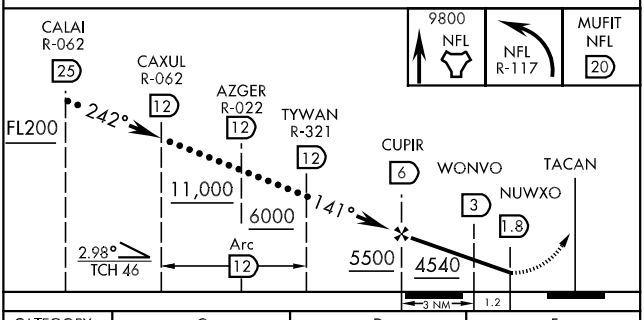
CAUTION: Fallon Muni Airport (uncontrolled) 5 NM NW. PATTERN alt 800' AGL.

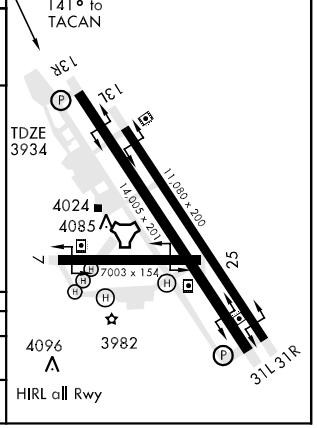
* CAUTION: Missed Approach Minimum Climb Rate to 9800

Knots	120	180	240	300	360
V/V(fpm)	440	660	880	1100	1320

ATC Minimum Climb Rate







CATEGORY	C	D	E
S-13R	4260-1 326 (400-1)		4260-1¼ 326 (400-1¼)
CIRCLING	4400-1½ 466 (500-1½)	4520-2 586 (600-2)	4980-3 1046 (1100-3)

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SW-4, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 31 L/R

TACAN	APCH CRS	Rwy Idg				
NFL Chan 82	297°	TDZE Arpt Elev 3934	31L 14,005 3926	31R 11,080 3928	JAL-143 [USN]	FALLON NAS (VAN VOORHIS FLD) (KNFL)

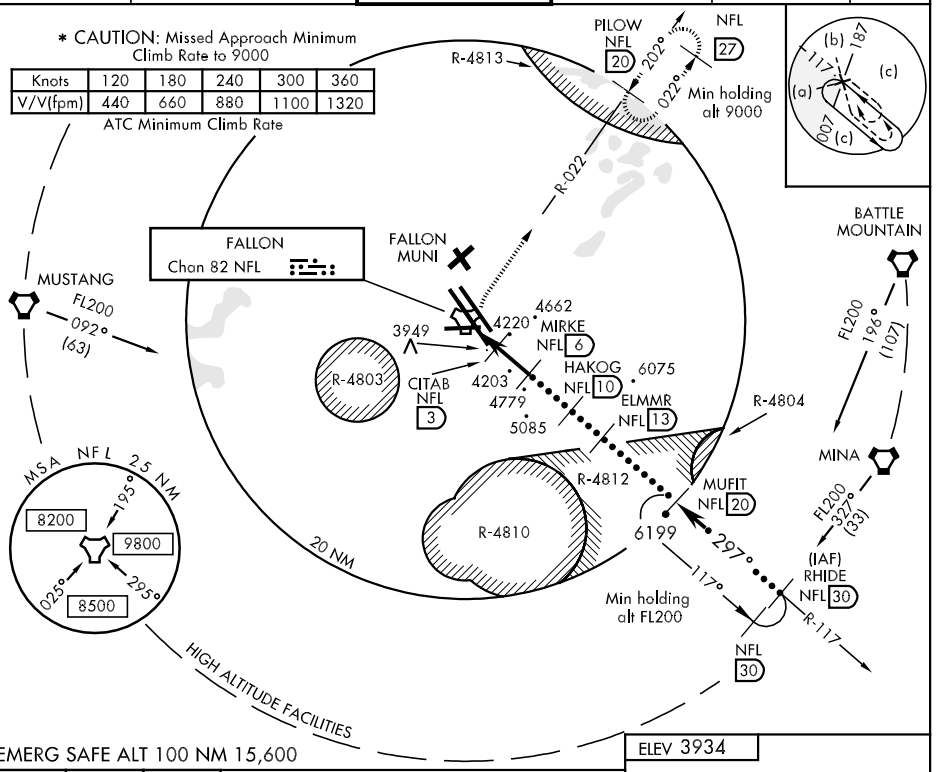
* MISSED APPROACH: Climb direct NFL TACAN, then climbing right turn to 9000. Intercept NFL R-022 outbound to PILOW and hold.

ATIS ★	NAVY FALLON APP CON	NAVY FALLON TOWER★	GND CON	CLNC DEL	ASR/PAR
370.925	120.85 360.2	119.25 340.2	251.15	353.55	

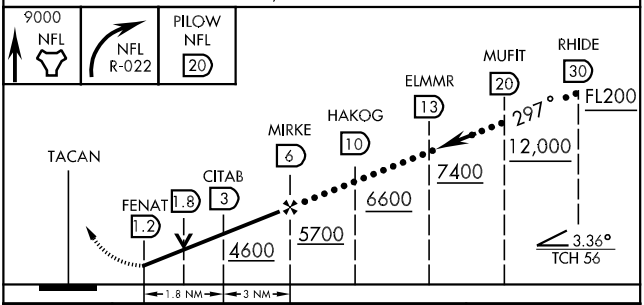
* CAUTION: Missed Approach Minimum Climb Rate to 9000

Knots	120	180	240	300	360
V/V(fpm)	440	660	880	1100	1320

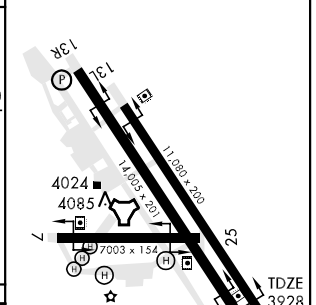
ATC Minimum Climb Rate



EMERG SAFE ALT 100 NM 15,600



ELEV 3934



CATEGORY	C	D	E
S-31L	4200-1 274 (300-1)		
S-31R	4200-1 272 (300-1)		
CIRCLING	4400-1½ 466 (500-1½)	4520-2 586 (600-2)	4980-3 1046 (1100-3)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 13R

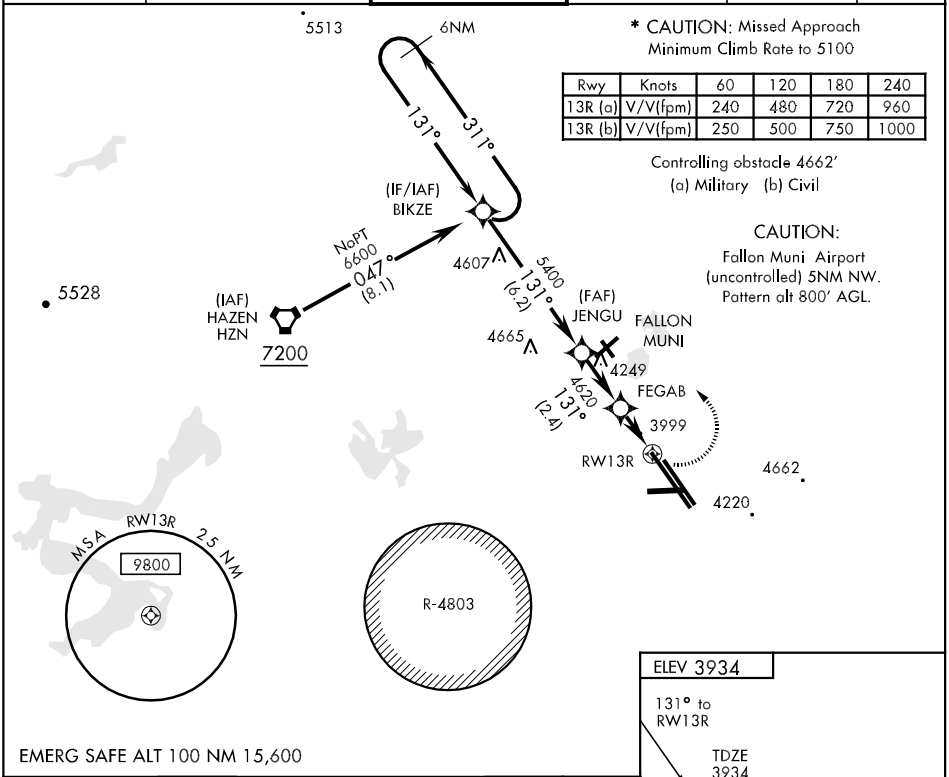
APCH CRS	Rwy Idg	TDZE	Arpt Elev
297°	14,005	3934	3934

AL-143 [USN] FALLON NAS (VAN VOORHIS FLD) (KNFL)

For uncompensated Baro-VNAV systems,LNAV/VNAV NA below -22°C(-9°F) or above 20°C(68°F) DME/DME RNP-0.3 NA

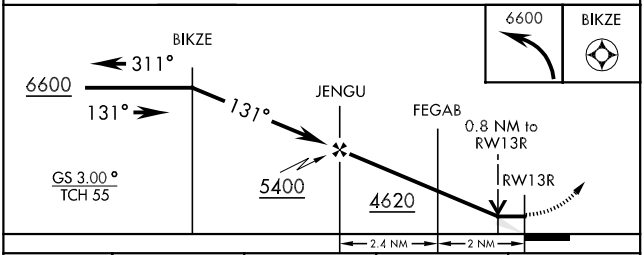
* MISSED APPROACH: Climbing left turn to 6600 direct BIKZE and hold.

ATIS ★	NAVY FALLON APP CON	NAVY FALLON TOWER ★	GND CON	CLNC DEL	ASR/PAR
370.925	120.85 360.2	119.25 340.2	251.15	353.55	

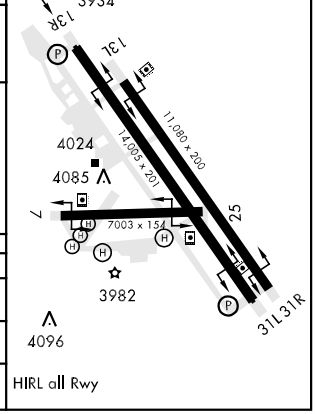


Rwy	Knots	60	120	180	240
13R (a)	V/V(fpm)	240	480	720	960
13R (b)	V/V(fpm)	250	500	750	1000

EMERG SAFE ALT 100 NM 15,600



CATEGORY	A	B	C	D
LNAV/VNAV DA	4200-1 266 (300-1)			
LNAV MDA	4260-1 326 (400-1)			
CIRCLING	4400-1 466 (500-1)		4400-1½ 466 (500-1½)	4520-2 586 (600-2)



HIRL all Rwy

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 31L

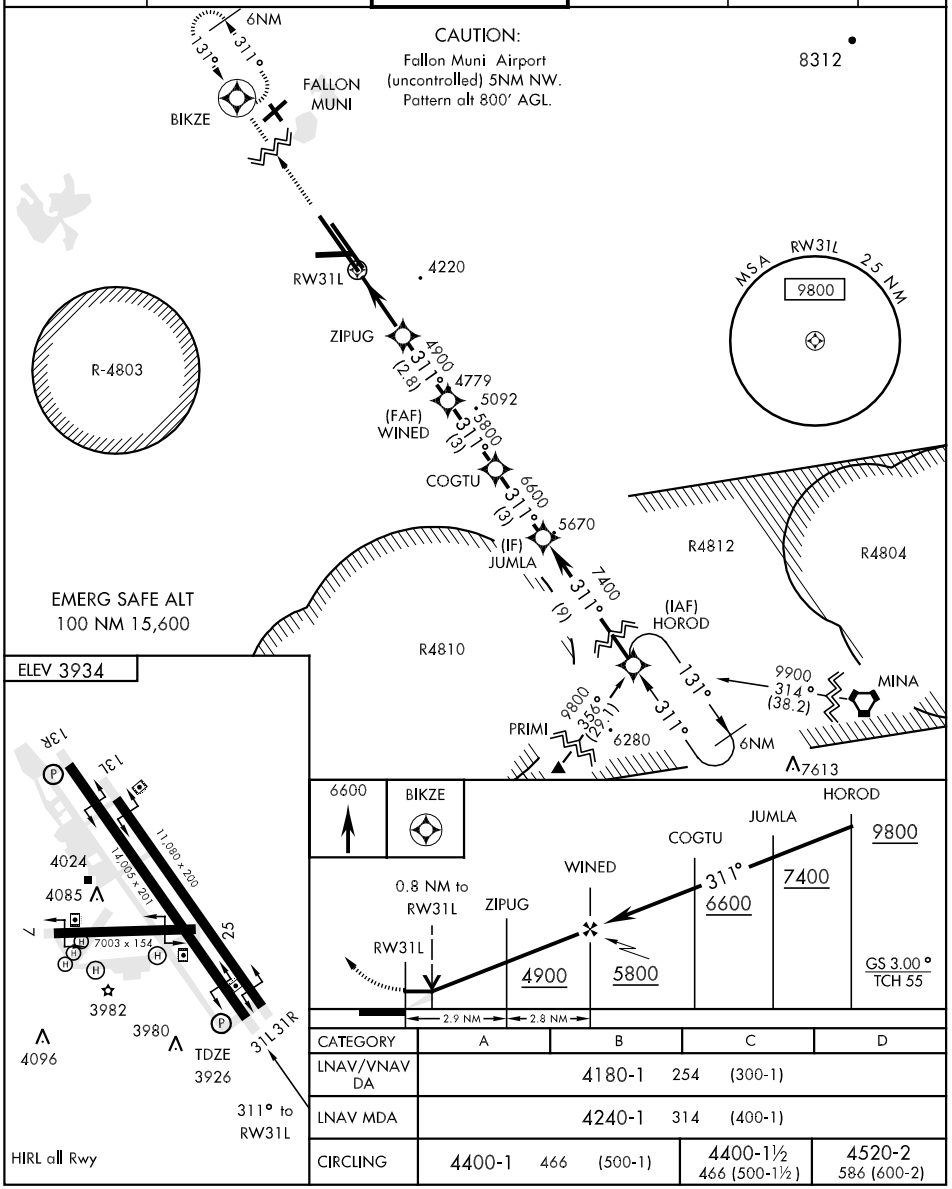
APCH CRS	Rwy ldg	14,005
311°	TDZE	3926
	Arpt Elev	3934

AL-143 [USN] FALLON NAS (VAN VOORHIS FLD) (KNFL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C(-9°F) or above 20°C(68°F) DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 6600 direct BIKZE and hold.

ATIS ★	NAVY FALLON APP CON	NAVY FALLON TOWER ★	GND CON	CLNC DEL	ASR/PAR
370.925	120.85 360.2	119.25 340.2	251.15	353.55	



CATEGORY	A	B	C	D
LNAV/VNAV DA	4180-1 254 (300-1)			
LNAV MDA	4240-1 314 (400-1)			
CIRCLING	4400-1 466 (500-1)		4400-1½ 466 (500-1½)	4520-2 586 (600-2)

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SW-4, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 13R

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
NFL Chan 82	141°	14,005	3934	3934

AL-143 [USN] FALLON NAS (VAN VORRHIS FLD) (KNFL)

* MISSED APPROACH: Climb direct NFL TACAN, then climbing left turn to 9800. Intercept NFL R-117 outbound to MUFIT and hold.

ATIS ★	NAVY FALLON APP CON	NAVY FALLON TOWER★	GND CON	CLNC DEL	ASR/PAR
370.925	120.85 360.2	119.25 340.2	251.15	353.55	

CAUTION:
Fallon Muni Airport (uncontrolled) 5 NM NW.
PATTERN alt 800' AGL.

LOVELOCK
TYWAN NFL 12
Crosses R-4813
NFL 12 Arc
R-321
9000 151° (26.9)
R-022
Min holding alt 9000
202°
022°
NFL 27
(IAF) PILOW NFL 20
Crosses R-4813
AZGER NFL 12
4607
141°
CUPIR NFL 6
FALLON MUNI
4249
WONVO NFL 3
3999
R-022
ENROUTE FACILITIES
Crosses R-4803N R-4813
9000 051° (27.3)
HAZEN
MSA NFL 25 NM
195°
295°
025°
8200
9800
8500
R-4803
4220
R-117
10 NM
FALLON Chan 82 NFL
MUFIT NFL 20
Crosses R-4812
Min holding alt 9800
297°
117°
NFL 27

EMERG SAFE ALT 100 NM 15,600

* CAUTION: Missed Approach Minimum Climb Rate to 9800

Knots	60	120	180	240
V/V(fpm)	220	440	660	880

ATC Minimum Climb Rate

ELEV 3934
141° to TACAN
13R
31L
TDZE 3934
11,080 x 200
14,005 x 200
4024
4085
7003 x 154
3982
4096
HIRL all Rwy

PILOW R-022 20
AZGER R-022 12
TYWAN R-321 12
9000
202°
141°
6000
Arc 12
2.98° TCH 46
CUPIR 6
WONVO 3
NUWXO 1.8
TACAN
5500
4540
3 NM
1.2 NM

9800 NFL
NFL R-117
MUFIT NFL 20

CATEGORY	A	B	C	D
S-13R	4260-1 326 (400-1)			
CIRCLING	4400-1 466 (500-1)		4400-1½ 466 (500-1½)	4520-2 586 (600-2)

TACAN RWY 13R

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

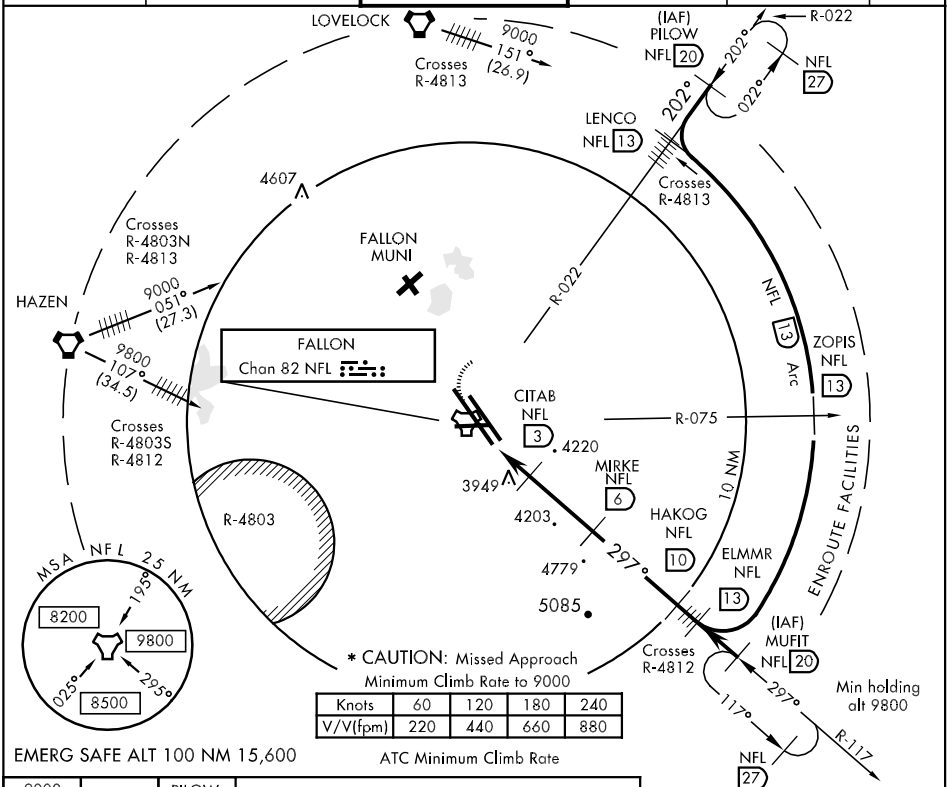
TACAN RWY 31L/R

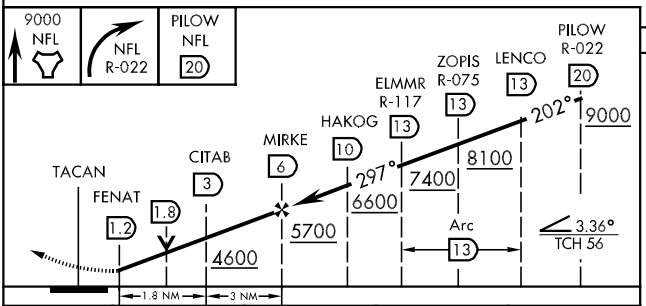
TACAN	APCH CRS	Rwy Idg	31L 14,005	31R 11,080
NFL Chan 82	297°	TDZE	31L 3926	31R 3928
		Arpt Elev 3934		

AL-143 [USN] FALLON NAS (VAN VOORHIS FLD) (KNFL)

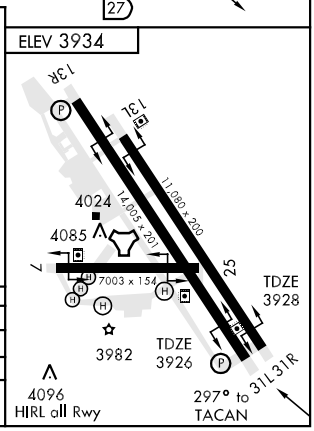
* MISSED APPROACH: Climb direct NFL TACAN, then climbing right turn to 9000. Intercept NFL R-022 outbound to PILOW and hold.

ATIS ★	NAVY FALLON APP CON	NAVY FALLON TOWER ★	GND CON	CLNC DEL	ASR/PAR
370.925	120.85 360.2	119.25 340.2	251.15	353.55	

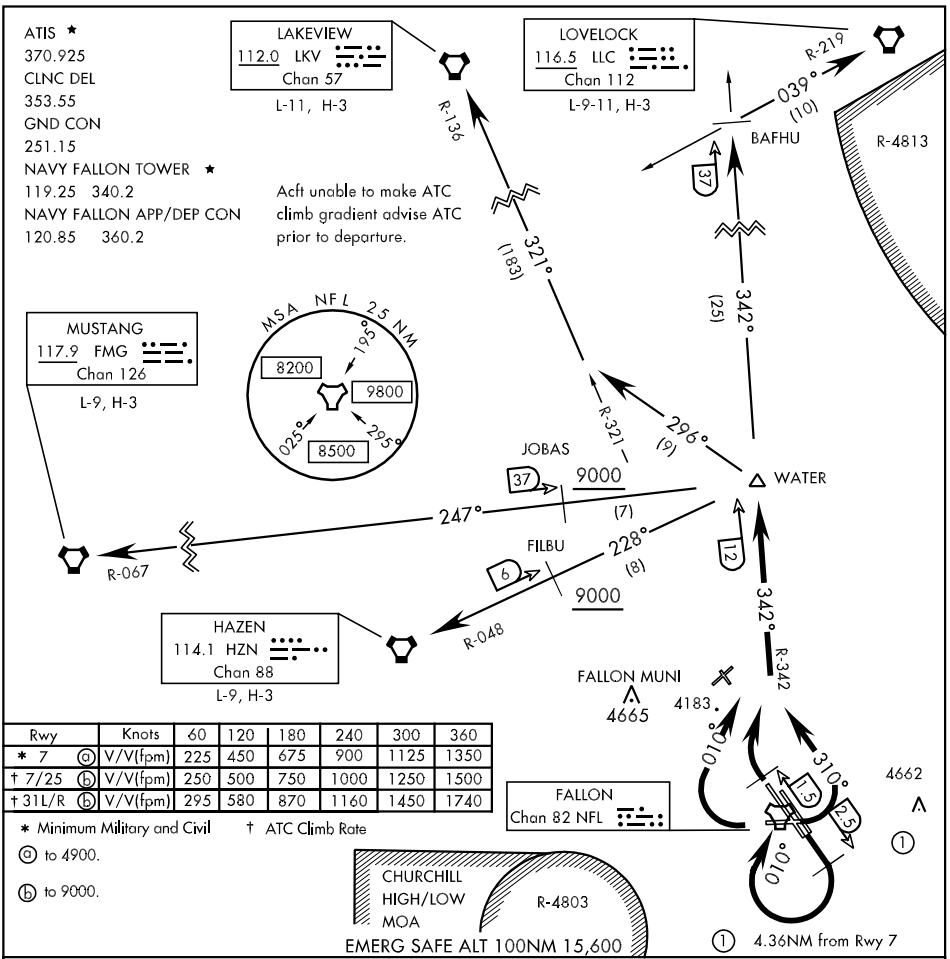




CATEGORY	A	B	C	D
S-31L	4200-1	274 (300-1)		
S-31R	4200-1	272 (300-1)		
CIRCLING	4400-1 466 (500-1)		4400-1½ 466 (500-1½)	4520-2 586 (600-2)



SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010



Rwy	Knots	60	120	180	240	300	360
* 7 ⓐ	V/V(fpm)	225	450	675	900	1125	1350
† 7/25 ⓑ	V/V(fpm)	250	500	750	1000	1250	1500
† 31L/R ⓑ	V/V(fpm)	295	580	870	1160	1450	1740

* Minimum Military and Civil † ATC Climb Rate

ⓐ to 4900.

ⓑ to 9000.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 7: Turn left heading 310° to join and fly NFL TACAN R-342 to WATER. (Right turn-out not authorized)

TAKE-OFF RWY 13L/R: Climb on runway heading to NFL 2.5 DME, turn right hdg 010° join and fly NFL R-342 to WATER.

TAKE-OFF RWY 25: Turn right heading 010 ° to join and fly NFL R-342 to WATER.

TAKE-OFF RWY 31L/R: Climb on runway heading to NFL 1.5 DME, turn right to join and fly NFL R-342 to WATER.

(Continued on next page)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION
(Continued)

HAZEN TRANSITION (WATER5.HZN): Fly HZN VORTAC R-048 to HZN. Cross FILBU (HZN R-048/6 DME) at or above 9000.

LAKEVIEW TRANSITION (WATER5.LKV): Turn left hdg 296° to join and fly NFL R-321/LKV VORTAC R-136 to LKV. (Jet route structure only).

LOVELOCK TRANSITION (WATER5.LLC): Fly NFL R-342 and LLC VORTAC R-219 to LLC.

MUSTANG TRANSITION (WATER5.FMG): Fly FMG VORTAC R-067 to FMG. Cross the JOBAS (FMG R-067/37 DME) at or above 9000.

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

YERIN-FIVE DEPARTURE (YERIN5 • YERIN)

SHL-143 [USN]

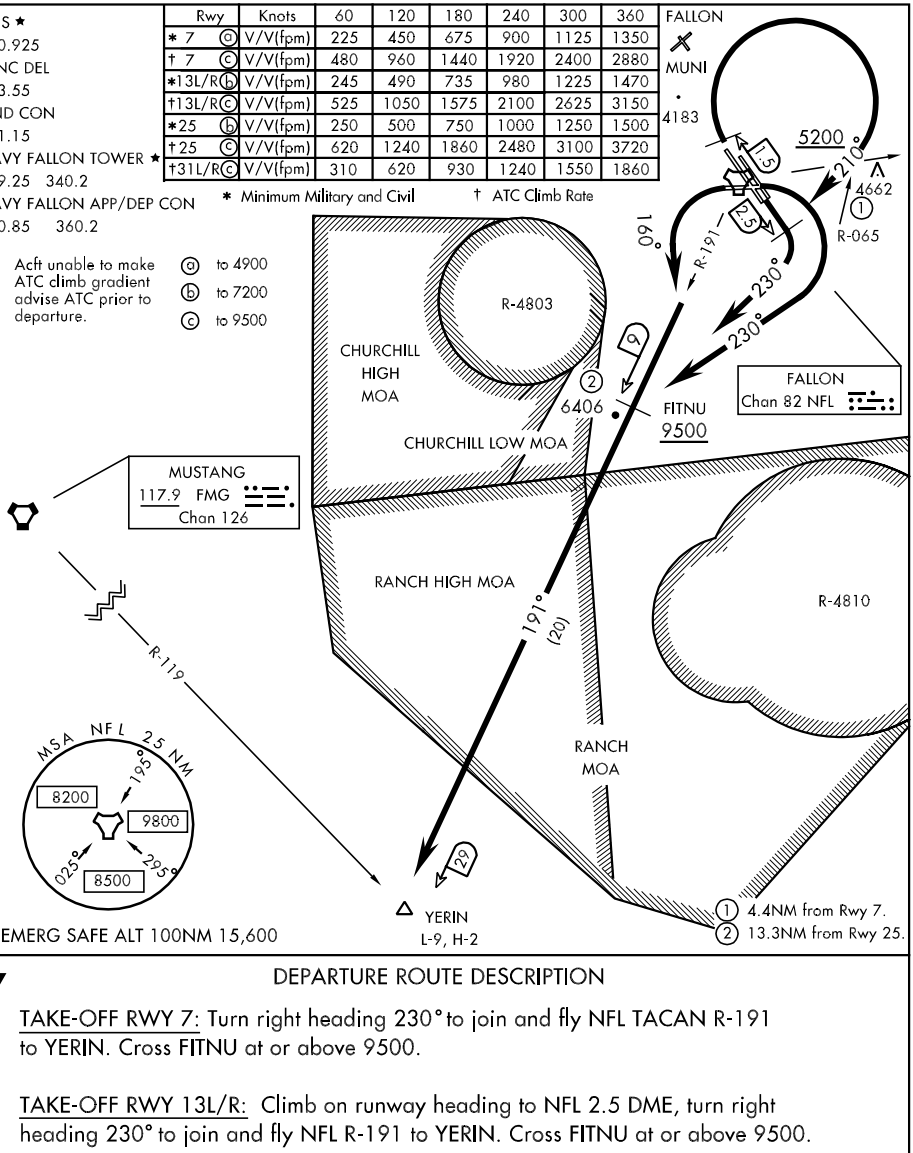
ATIS ★
370.925
CLNC DEL
353.55
GND CON
251.15
NAVY FALLON TOWER ★
119.25 340.2
NAVY FALLON APP/DEP CON
120.85 360.2

Rwy	Knots	60	120	180	240	300	360
* 7 ⓒ	V/V(fpm)	225	450	675	900	1125	1350
† 7 ⓒ	V/V(fpm)	480	960	1440	1920	2400	2880
*13L/R ⓑ	V/V(fpm)	245	490	735	980	1225	1470
†13L/R ⓒ	V/V(fpm)	525	1050	1575	2100	2625	3150
*25 ⓑ	V/V(fpm)	250	500	750	1000	1250	1500
†25 ⓒ	V/V(fpm)	620	1240	1860	2480	3100	3720
†31L/R ⓒ	V/V(fpm)	310	620	930	1240	1550	1860

* Minimum Military and Civil † ATC Climb Rate

Acft unable to make ATC climb gradient advise ATC prior to departure.

ⓐ to 4900
ⓑ to 7200
ⓒ to 9500



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 7: Turn right heading 230° to join and fly NFL TACAN R-191 to YERIN. Cross FITNU at or above 9500.

TAKE-OFF RWY 13L/R: Climb on runway heading to NFL 2.5 DME, turn right heading 230° to join and fly NFL R-191 to YERIN. Cross FITNU at or above 9500.

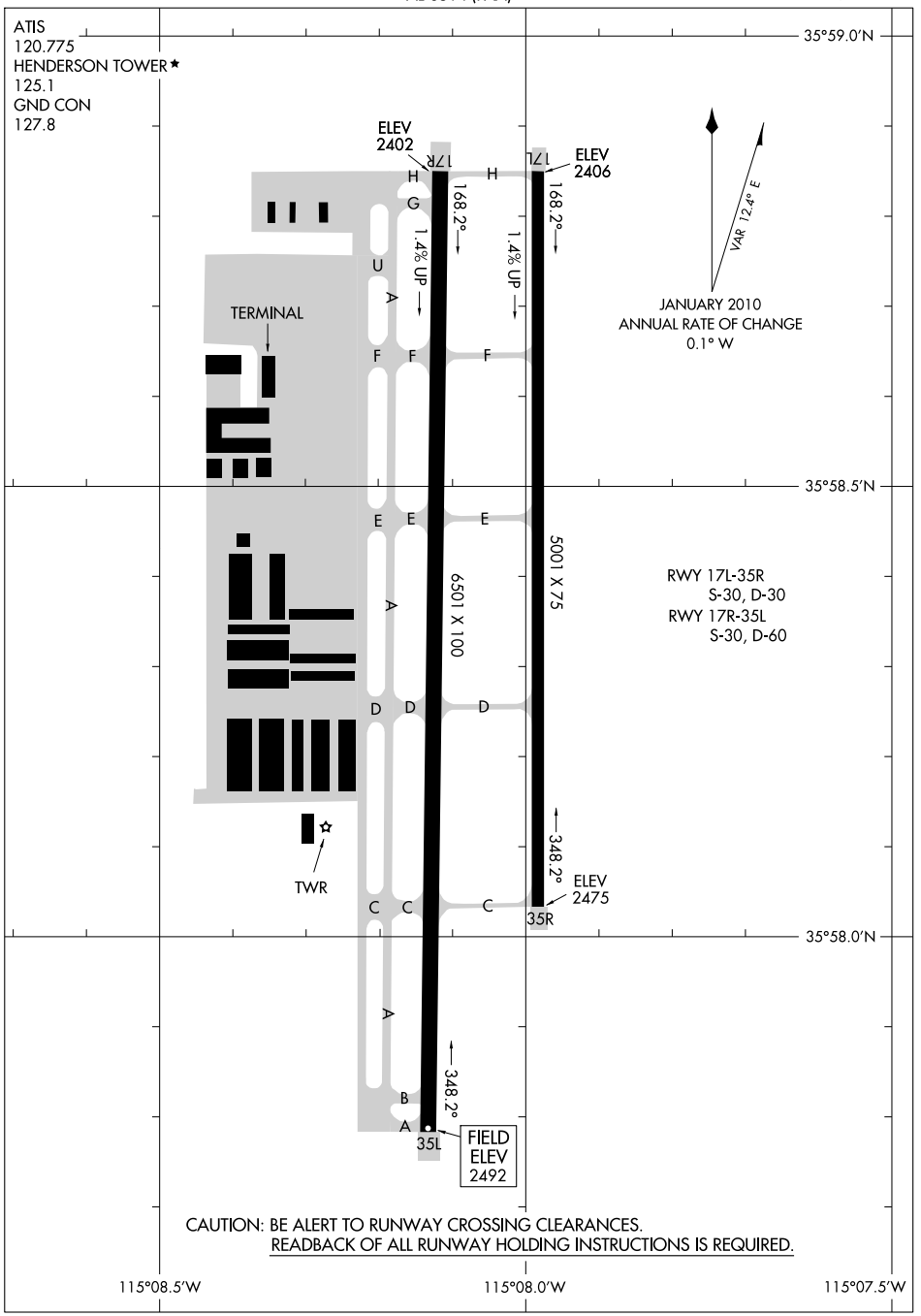
TAKE-OFF RWY 25: Turn left heading 160° to join and fly NFL R-191 to YERIN. Cross FITNU at or above 9500.

TAKE-OFF RWY 31L/R: Climb on runway heading to NFL 1.5 DME, turn right heading 210° to join and fly NFL R-191 to YERIN. Cross NFL R-065 at or above 5200. Cross FITNU at or above 9500.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

LAS VEGAS/HENDERSON EXECUTIVE (HND)
LAS VEGAS, NEVADA
AL-6514 (FAA)



SW-4, 21 OCT 2010 to 18 NOV 2010

LAS VEGAS

HENDERSON EXECUTIVE (HND) 11 S UTC−8(−7DT) N35°58.37′ W115°08.07′

2492 B **FUEL** 100LL, JET A OX 1, 2 TPA—3492(1000) NOTAM FILE HND

RWY 17R–35L: H6501X100 (ASPH) S–30, D–60 MIRL 1.4% up S

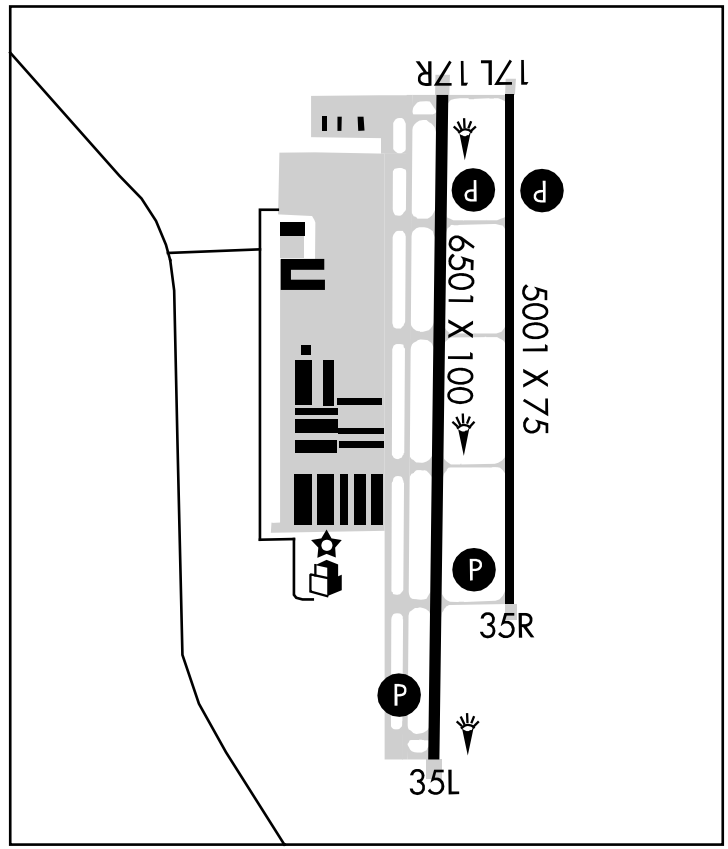
RWY 17R: REIL. PAPI(P4L)—GA 3.0° TCH 40′.

RWY 35L: REIL. PAPI(P4L)—GA 3.5° TCH 40′. Road.

RWY 17L–35R: H5001X75 (ASPH) S–30, D–30 MIRL 1.4% up S

RWY 17L: REIL. PAPI(P4L)—GA 3.0°.

RWY 35R: REIL. PAPI(P4L)—GA 3.5°. Hill.



AIRPORT REMARKS: Attended 1300–0600Z‡. Self–svc fuel 100LL 24 hrs. Rwy 17L–35R is CLOSED 0400–1500Z‡. Extensive commercial air tour traffic arriving from SE at different times during dalgt hours. Acft departure Rwy 17R or Rwy 35L should verify that they are taking off from the rwy and not the parallel twy. PAPI Rwy 17L and Rwy 35R OTS indef. PAPI Rwy 35L OTS indef. MIRl Rwy 17L–35R OTS unless Rwy 17R–35L is clsd. ACTIVATE MIRL Rwy 17R–35L and Rwy 17L–35R, PAPI Rwy 17R and Rwy 35L, PAPI Rwy 17L and Rwy 35R REIL Rwy 17R and 35L REIL Rwy 17L and 35R and twy—CTAF. REIL Rwy 17L and 35R avbl only when Rwy 17R and 35L clsd.

WEATHER DATA SOURCES: ASOS 120.775 (702) 614–4537.

COMMUNICATIONS: CTAF 125.1 **ATIS** 120.775 (702) 614–4537

UNICOM 122.95

MOUNT POTOSI RCO 122.35 (RENO RADIO)

Ⓡ **LAS VEGAS APP/DEP CON** 118.4

TOWER 125.1 (1400–0400Z‡) **GND CON** 127.8

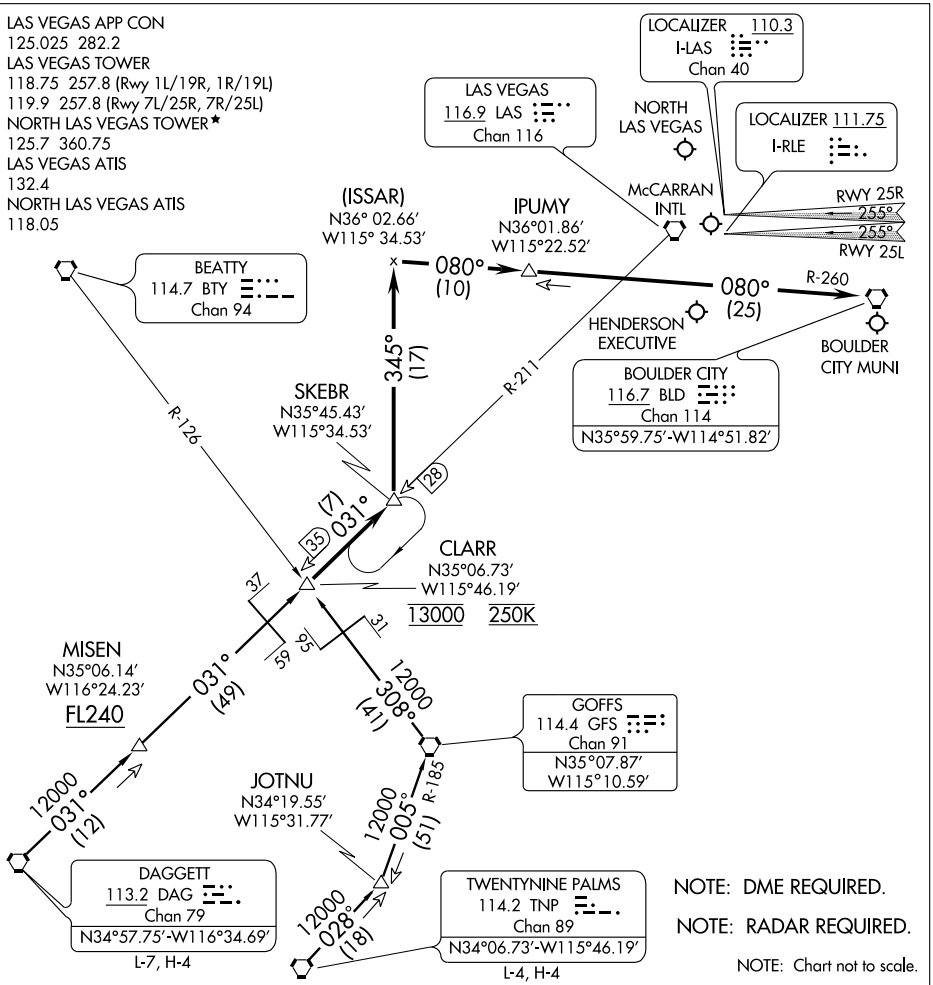
AIRSPACE: CLASS D svc 1400–0400Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.

BOULDER CITY (H) VORTACW 116.7 BLD Chan 114 N35°59.75′ W114°51.82′ 249° 13.3 NM to fld. 3650/15E. **HIWAS.**

CLARR TWO ARRIVAL

SW-4, 21 OCT 2010 to 18 NOV 2010



DAGGETT TRANSITION (DAG.CLARR2): From over DAG VORTAC via DAG R-031 and LAS R-211 to CLARR INT. Thence. . . .

TWENTYNINE PALMS TRANSITION (TNP.CLARR2): From over TNP VORTAC via TNP R-028 to JOTNU INT, then via GFS R-185 to GFS VORTAC, then via GFS R-308 and BTY R-126 to CLARR INT. Thence. . . .

....From over CLARR INT via LAS R-211 to SKEBR INT. Thence. . . .

LANDING MC CARRAN INTL: Via heading 345° to intercept the BLD R-260 to BLD VORTAC. Rwys 1L/R, 7L/R, and 19L/R expect radar vectors for visual approach prior to BLD VORTAC. Rwys 25L/R expect ILS approach procedure.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI: After SKEBR INT expect radar vectors to airport.

CLARR TWO ARRIVAL

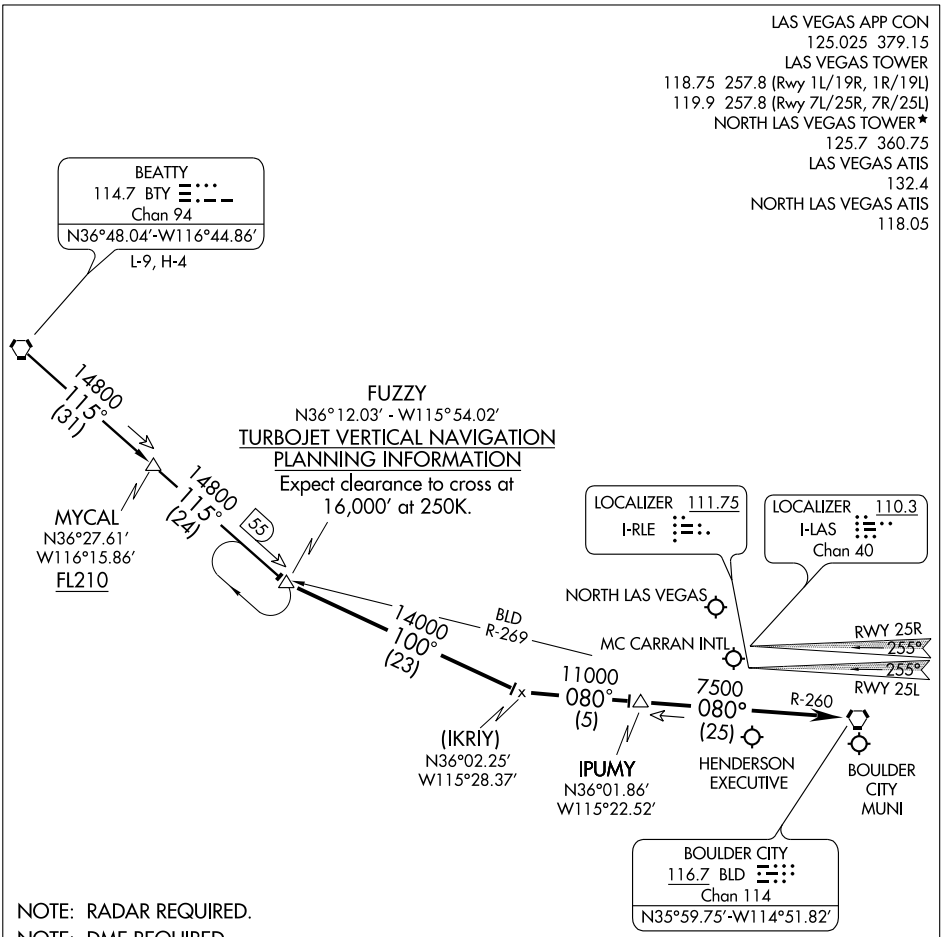
LAS VEGAS, NEVADA

(CLARR.CLARR2) 09351

FUZZY SEVEN ARRIVAL

ST-662 (FAA)

LAS VEGAS, NEVADA



NOTE: RADAR REQUIRED.

NOTE: DME REQUIRED.

NOTE: Chart not to scale.

BEATTY TRANSITION (BTY.FUZZY7): From over BTY VORTAC via BTY R-115 to FUZZY INT. Thence . . .

. . . From over FUZZY via heading 100° to intercept BLD R-260 to BLD VORTAC.

LANDING MC CARRAN INTL RWYS 1L/R, 7L/R, and 19L/R: Expect vectors for visual approach prior to BLD VORTAC.

LANDING MC CARRAN INTL RWYS 25L/R: Expect ILS approach.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI : After IPUMY, expect radar vectors to airport.

FUZZY SEVEN ARRIVAL

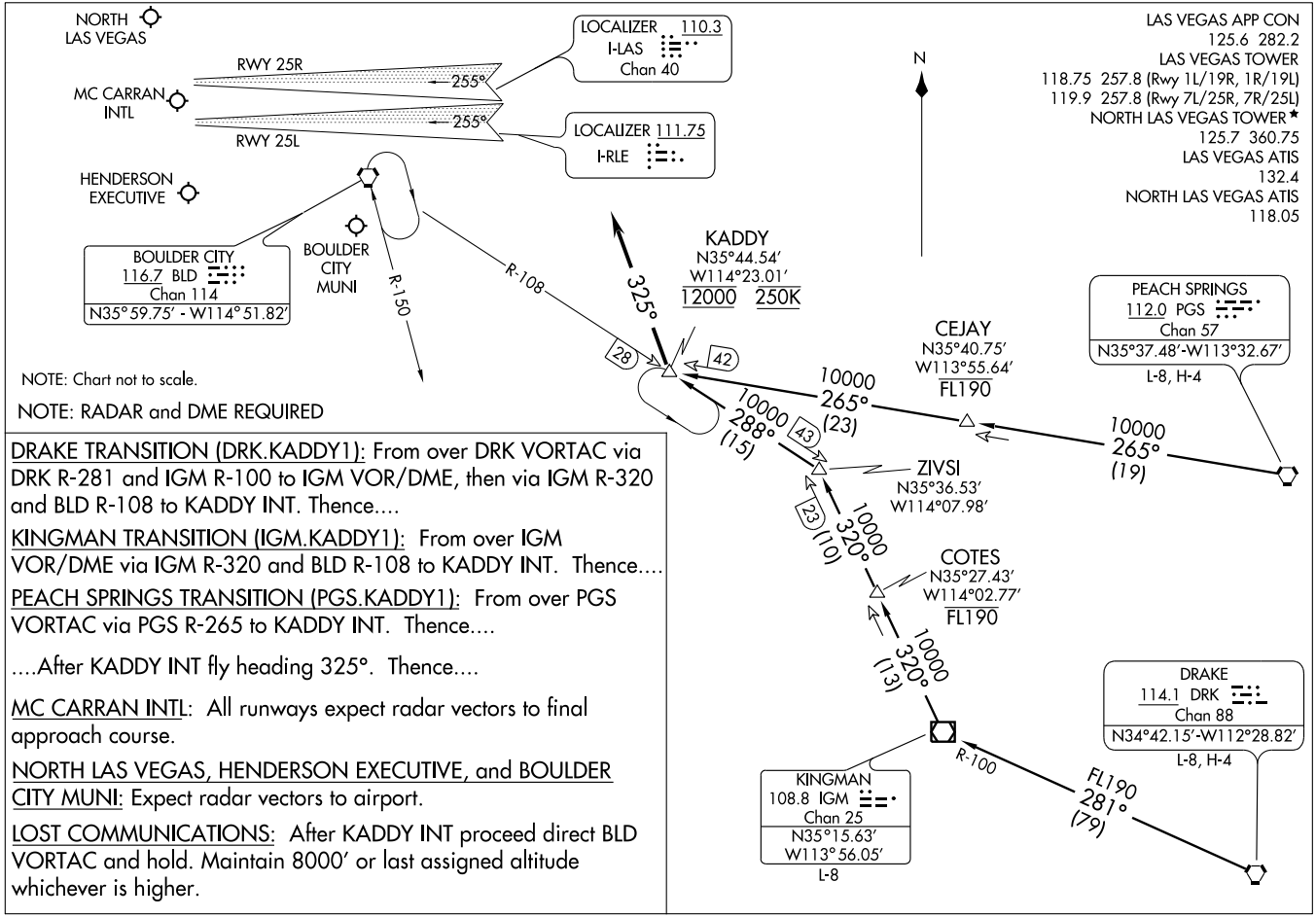
LAS VEGAS, NEVADA

(FUZZY.FUZZY7) 09351

KADDY ONE ARRIVAL

(KADDY.KADDY1) 09351

LAS VEGAS, NEVADA



DRAKE TRANSITION (DRK.KADDY1): From over DRK VORTAC via DRK R-281 and IGM R-100 to IGM VOR/DME, then via IGM R-320 and BLD R-108 to KADDY INT. Thence....

KINGMAN TRANSITION (IGM.KADDY1): From over IGM VOR/DME via IGM R-320 and BLD R-108 to KADDY INT. Thence....

PEACH SPRINGS TRANSITION (PGS.KADDY1): From over PGS VORTAC via PGS R-265 to KADDY INT. Thence....

....After KADDY INT fly heading 325°. Thence....

MC CARRAN INTL: All runways expect radar vectors to final approach course.

NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI: Expect radar vectors to airport.

LOST COMMUNICATIONS: After KADDY INT proceed direct BLD VORTAC and hold. Maintain 8000′ or last assigned altitude whichever is higher.

KADDY ONE ARRIVAL

(KADDY.KADDY1) 09351

LAS VEGAS, NEVADA

ST-662 (FAA)

LUXOR TWO ARRIVAL

(LUXOR.LUXOR2) 09351

LAS VEGAS APP CON
125.025 379.15
LAS VEGAS TOWER
118.75 257.8 (Rwy 1L/19R, 1R/19L)
119.9 257.8 (Rwy 7L/25R, 7R/25L)
NORTH LAS VEGAS TOWER ★
125.7 360.75
LAS VEGAS ATIS
132.4
NORTH LAS VEGAS ATIS
118.05

MILFORD
112.1 MLF
Chan 58
N38°21.62′ - W113°00.79′
L-9, H-3

BRYCE CANYON
112.8 BCE
Chan 75
N37°41.35′ - W112°18.23′
L-9, H-3

DOVE CREEK
114.6 DVC
Chan 93
N37°48.53′ -W108°55.88′
L-9, H-3

MORMON MESA
114.3 MMM
Chan 90

FL270
*13000
190°
(119)

FL270
218°
(108)

HOLDM
N36°49.12′
W113°32.68′

J146

FL250
239°
(177)

R-069

35

70

FL190
254°
(53)

67

R-254

BETHL
N36°53.07′
W112°26.43′

LUXOR
N36°23.69′
W114°28.83′

KSINO
N36°34.54′
W114°05.08′

14800
225°
(30)

90

140

LAS
R-054

PAGE
117.6 PGA
Chan 123

Turbojets cross at
12000′ at 250K

10100
225°
(22)

60

N

LOCALIZER 110.3
I-LAS
Chan 40

38

R-045

203°
(20)

BAMAA
N36°08.04′
W114°43.89′
8000 210K

NORTH
LAS VEGAS

(21)
246°

R-066

R-023

10

RWY 25R
255°
255°

MC CARRAN INTL

RWY 25L

LOCALIZER 111.75
I-RLE

HENDERSON EXECUTIVE

BOULDER CITY MUNI

LAS VEGAS
116.9 LAS
Chan 116
N36°04.78′ - W115°09.59′

R-150

BOULDER CITY
116.7 BLD
Chan 114
N35°59.75′ - W114°51.82′

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR and DME REQUIRED.

NOTE: Chart not to scale.

LAS VEGAS, NEVADA

ST-662 (FAA)

ARRIVAL DESCRIPTION

BETHL TRANSITION (BETHL.LUXOR2): From over BETHL INT via PGA R-254 and MMM R-069 to HOLDM INT, then via LAS R-045 to LUXOR INT. Thence. . . .

BRYCE CANYON TRANSITION (BCE.LUXOR2): From over BCE VORTAC via BCE R-218 and LAS R-045 to LUXOR INT. Thence. . . .

DOVE CREEK TRANSITION (DVC.LUXOR2): From over DVC VORTAC via DVC R-239 and LAS R-054 to BETHL INT, then via PGA R-254 and MMM R-069 to HOLDM INT, then via LAS R-045 to LUXOR INT. Thence. . . .

MILFORD TRANSITION (MLF.LUXOR2): From over MLF VORTAC via MLF R-190 and LAS R-045 to LUXOR INT. Thence. . . .

. . . .From over LUXOR INT via BLD R-023 to BAMAA INT, thence via LAS R-066 to LAS VORTAC. Thence. . . .

LANDING MC CARRAN INTL: All runways expect radar vectors to final approach course.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI: Expect radar vectors to airport.

LOST COMMUNICATIONS: After LAS VORTAC proceed direct BLD VORTAC and hold. Maintain 8000′ or last assigned altitude whichever is higher.

SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
347°	TDZE	N/A
	Apt Elev	2497

AL-6514 (FAA)

RNAV (GPS)-B

LAS VEGAS/HENDERSON EXECUTIVE (HND)

If local altimeter setting not received, use McCarran Intl altimeter setting.
DME/DME RNP- 0.3 NA.

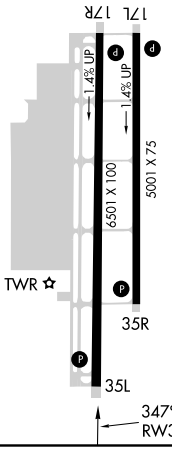
MISSED APPROACH: Climb to 6000 direct LAMVE and via 091° track to BLD VORTAC and hold.

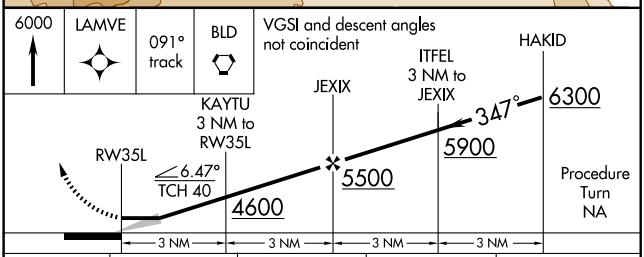
ATIS	LAS VEGAS APP CON	HENDERSON TOWER★	GND CON	UNICOM
120.775	118.4 307.25	125.1 (CTAF) L	127.8	122.95

Procedure NA for arrivals at SKEBR via V394 southwestbound.

LAMVE
091°
(13.6)
3585
BOULDER CITY
BLD
3789
150°
330°
5 NM
4142
2998 ± ∧
RW35L
5092
KAYTU
3 NM to
RW35L
∧ 2939±
3219±
∧ 4280±
4553
5695
4113
(FAF)
JEXIX
5500
347°
(3)
4240
ITFEL
3 NM to
JEXIX
4292
5900
347°
(3)
SKEBR
8100
076°
(15.4)
4184
(IAF)
JERAR
6300
076°
(6)
(IF)
HAKID
MSA RW35L 25 NM
11300
4622
∧ 4977 ±
4879
7026
5043

ELEV 2497
REIL all Rwys L
MIRL Rwys 17L-35R and 17R-35L L





CATEGORY	A	B	C	D
CIRCLING	3400-1¼ 903 (1000-1¼)		NA	NA

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SW-4, 21 OCT 2010 to 18 NOV 2010

VORTAC BLD 116.7 Chan 114	APP CRS 247°	Rwy Idg N/A TDZE N/A Apt Elev 2497

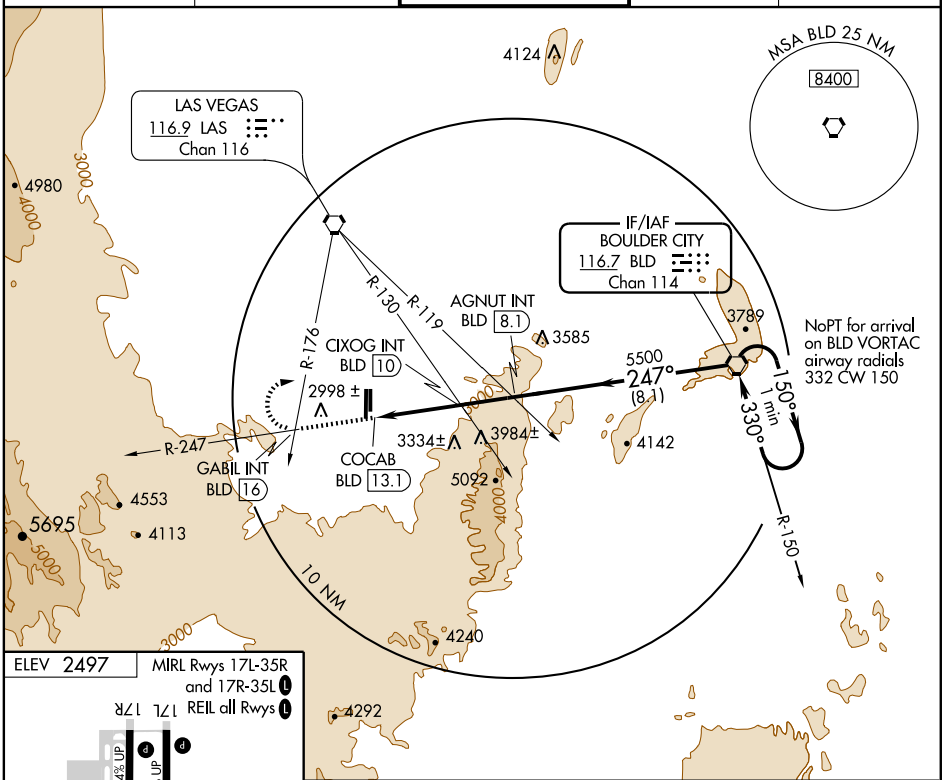
VOR-C

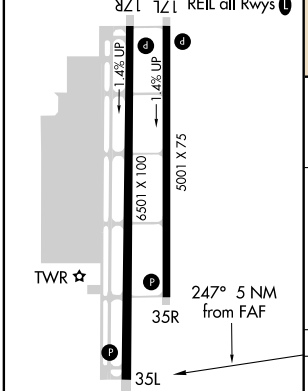
LAS VEGAS/HENDERSON EXECUTIVE (HND)

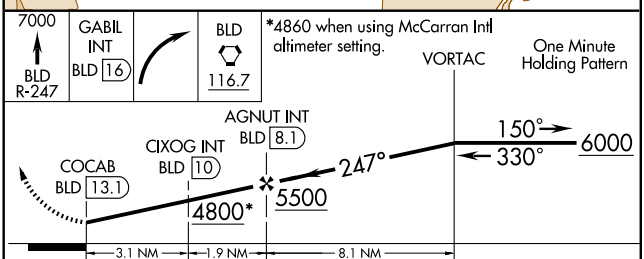
If local altimeter setting not received use McCarran Intl altimeter setting and increase all MDAs 60 feet. Circling to Rwy 35L and 35R NA at night.

MISSED APPROACH: Climb to 7000 via BLD R-247 to GABIL Int/ BLD 16 DME, and a right turn direct BLD VORTAC and hold.

ATIS	LAS VEGAS APP CON	HENDERSON TOWER ★	GND CON	UNICOM
120.775	118.4 307.25	125.1 (CTAF) L	127.8	122.95







CATEGORY	A	B	C	D
CIRCLING	4800-1¼ 2303 (2400-1¼)	4800-1½ 2303 (2400-1½)	4800-3 2303 (2400-3)	NA

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CIXOG FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)

CIRCLING	3620-1¼ 1123 (1200-1¼)	3620-1½ 1123 (1200-1½)	3620-3 1123 (1200-3)	NA

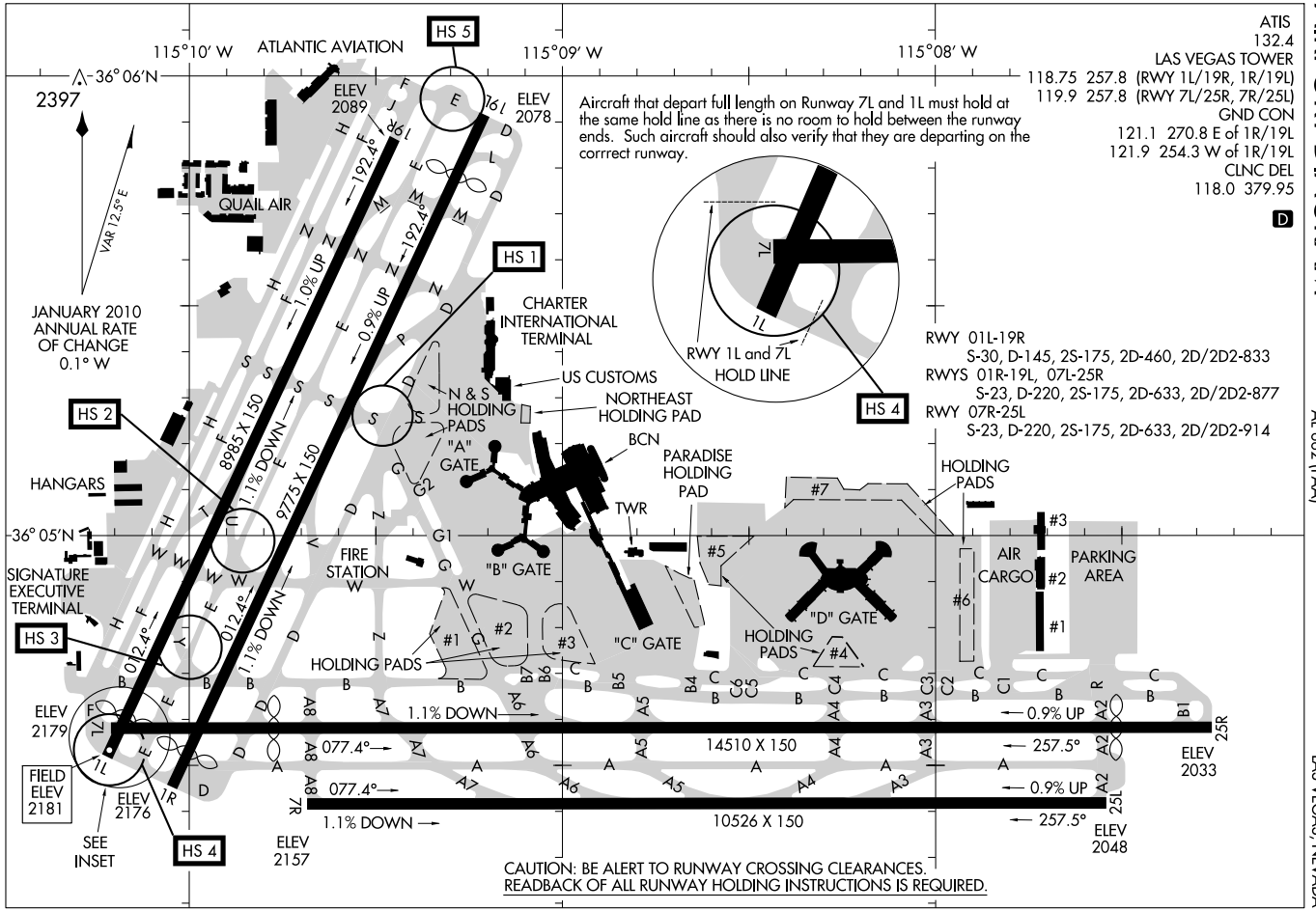
SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

10266

LAS VEGAS/McCARRAN INTL (LAS)

LAS VEGAS, NEVADA



AL-662 (FAA)

AIRPORT DIAGRAM

10266

LAS VEGAS/McCARRAN INTL (LAS)

LAS VEGAS, NEVADA

McCARRAN INTL (LAS) 5 S UTC−8(−7DT) N36°04.80′ W115°09.14′ **LAS VEGAS**
2181 B S4 **FUEL** 100, 100LL, JET A1 + OX 1, 2, 3 LRA Class I, ARFF Index E **H–4I, L–7E**
NOTAM FILE LAS **IAP, AD**

RWY 07L–25R: H14510X150 (ASPH–PFC) S–23, D–220, 2S–175, 2D–633, 2D/2D2–877 HIRL

RWY 07L: PAPI(P4L)—GA 3.0° TCH 75′. Thld dsplcd 2139′. Hangar. 1.1% down.

RWY 25R: MALSR. PAPI(P4L)—GA 3.0° TCH 84′. Thld dsplcd 1397′. 0.9% up.

RWY 07R–25L: H10526X150 (CONC–GRVD) S–23, D–220, 2S–175, 2D–633, 2D/2D2–914 HIRL

RWY 07R: REIL. PAPI(P4L)—GA 3.0° TCH 64′. Pole. 1.1% down.

RWY 25L: MALSF. PAPI(P4L)—GA 3.0° TCH 84′. 0.9% up.

RWY 01R–19L: H9775X150 (CONC–GRVD) S–23, D–220, 2S–175, 2D–633, 2D/2D2–877 MIRL

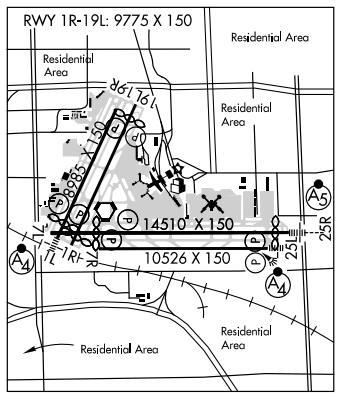
RWY 01R: REIL. PAPI(P4L)—GA 3.0° TCH 75′. Thld dsplcd 491′. Railroad. Rgt tfc. 1.1% down.

RWY 19L: REIL. PAPI(P4L)—GA 3.0° TCH 75′. Thld dsplcd 878′. Pole. 0.9% up.

RWY 01L–19R: H8985X150 (CONC–GRVD) S–30, D–145, 2S–175, 2D–460, 2D/2D2–833 HIRL

RWY 01L: REIL. MALSF. PAPI(P4L)—GA 3.40° TCH 57′. Thld dsplcd 584′. Railroad. 1.1% down.

RWY 19R: REIL. PAPI(P4L)—GA 3.0° TCH 75′. Fence. Rgt tfc. 1.0% up.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 01L:	TORA–8985	TODA–8985	ASDA–8985	LDA–8401
RWY 01R:	TORA–9775	TODA–10172	ASDA–9441	LDA–8681
RWY 07L:	TORA–14510	TODA–15099	ASDA–14099	LDA–11966
RWY 19L:	TORA–9775	TODA–10175	ASDA–9685	LDA–8745
RWY 19R:	TORA–8985	TODA–9397	ASDA–8397	LDA–8397
RWY 25R:	TORA–14510	TODA–15155	ASDA–14155	LDA–12755

AIRPORT REMARKS: Attended continuously. Large numbers of birds and bats invof arpt btn SS–SR. Lgtd golf range 1400′ south of Rwy 01R–19L and Rwy 01L–19R. Extensive glider/soaring ops weekends and holidays, SR–SS, LAS 187/020, altitudes up to but not including FL 180. Gliders remain clear of the terminal control area but otherwise opr within the entire southwest quadrant of the terminal control area Veil. Acft may experience reflection of sun from glass hotels located northwest of arpt. Reflection may occur at various altitudes, headings and distances from arpt. Numerous helicopter ops on W side of arpt. Rwy 01L–19R 496,000 lbs GWT for L–1011, 555,000 lbs GWT for DC–10, 602,500 lbs GWT for MD–11. Acft using full length dep on Rwy 07L use minimal power until passing the power–up point on rwy. Power–up point is 348′ east of blast pad and marked with sign and standard markings for beginning of rwy. Turbojet dep not permitted Rwy 01R–19L or Rwy 01L–19R 0400–1600Z++. Exception for weather or operational necessity. All non–standard rwy ops PPR from Department of Aviation. Acft taxiing westbound on Twy B near Twy E use caution not to enter the rwy on Twy Y, acft taxiing westbound on Twy W near Twy E use caution not to enter the rwy on Twy W. Twy C no centerline lgts west of Twy B4, has edge lgts on south side of twy in this area. Directional twy signs will be incomplete due to construction. Acft larger than B757 PPR from Department of Aviation to use Twy H. Ops all terminal gates and cargo ramp controlled by Department of Aviation 1400–1000Z‡. All acft ctc ramp control on freq 129.175 for ops at A, B, C gates and charter intl gates, ctc Ramp Con on freq 127.9 for ops at D gates and cargo ramp prior to entering ramp or pushing back from gate or parking spot. From 1000–1400Z‡ ctc Gnd Con on freq 121.1 for ops at all gates and cargo ramp. Aircraft operating near the intersection of Twys S, D, G and the north end of Twy Z should be alert as there are closely aligned twy centerlines and radius turns. Acft that dep full length of Rwy 01L and Rwy 07L must hold at the same hold line, as there is no room to hold between the rwy ends, and such acft should verify that they are on the correct rwy. Acft dep Rwy 19R use minimal power passing the rwy thld. Rwy 19R thld has std rwy markings and is 780′ south of the blast pad. Landing Rights Airport: Customs avbl to general aviation acft 1600–0600Z‡, all other times PPR call 702–261–5539. General aviation acft requiring immigration/customs services must ctc Department of Aviation for parking arrangements minimum 2 hrs prior to arrival 702–261–3500 1500–0000Z++, all other times 702–261–4411. General aviation acft using the west side customs facility must ctc ramp control 124.4. General aviation parking very limited. For parking availability ctc either FBO 702–736–1830 or 702–739–1100. Rotating bcn not visible 115°–240° southeast to southwest from twr. Rwy 07R REIL OTS indef. Tiedown fee. General aviation customs and immigration located west side of airfield between FBO's. Flight Notification Service (ADUCS) avbl. NOTE: See Special Notices—Intersection Departures During Period of Darkness, Grand Canyon Special Flight Rules Area.

CONTINUED ON NEXT PAGE

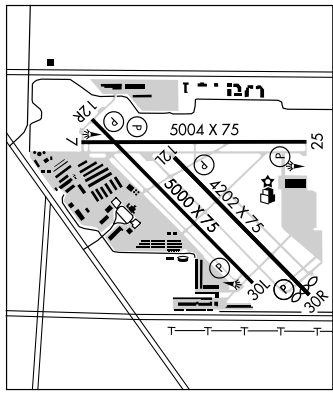
CONTINUED FROM PRECEDING PAGE

WEATHER DATA SOURCES: ASOS (702) 736–1416.
COMMUNICATIONS: D-ATIS 132.4 (702) 736–0950. **UNICOM** 122.95
Ⓡ **LAS VEGAS APP CON** 125.025
Ⓡ **LAS VEGAS DEP CON** 125.9 (South)
LAS VEGAS TOWER 119.9 (Rwy 07L–25R and Rwy 07R–25L) 118.75 (Rwy 01L–19R and Rwy 01R–19L)
GND CON 121.9 (West of Rwy 01R–19L) 121.1 (East of Rwy 01R–19L) **CLNC DEL** 118.0
AIRSPACE: CLASS B See VFR Terminal Area Chart.
RADIO AIDS TO NAVIGATION: NOTAM FILE LAS.
LAS VEGAS (H) VORTACW 116.9 LAS Chan 116 N36°04.78′ W115°09.59′ at fld. 2141/15E.
ILS/DME 110.3 I–LAS Chan 40 Rwy 25R.
ILS 111.75 I–RLE Rwy 25L. Class IT. LOC unusable byd 19° south of course.
ILS 110.1 I–CUA Chan 38 Rwy 01L Class IB. LOC unusable byd 30° left of course. LOC unusable within .2 NM from thld.

NORTH LAS VEGAS (VGT) 3 NW UTC−8(−7DT) N36°12.64′ W115°11.67′

LAS VEGAS H–4I, L–7E IAP, AD

2205 B S4 **FUEL** 100LL, JET A TPA—3005(800) Class III, ARFF Index A.
NOTAM FILE VGT
RWY 07–25: H5004X75 (ASPH) S–30 MIRL 0.6% up W
RWY 07: PAPI(P4L)—GA 3.0° TCH 37′. Pole.
RWY 25: PAPI(P4L)—GA 3.0° TCH 36′.
RWY 12R–30L: H5000X75 (ASPH) S–30 MIRL 0.8% up NW
RWY 12R: PAPI(P4L)—GA 3.0° TCH 25′. Building.
RWY 30L: MIRL. PAPI(P4L)—GA 3.0° TCH 45′. P–line.
RWY 12L–30R: H4202X75 (ASPH) S–30 MIRL 1.0% up NW
RWY 12L: PAPI(P4L)—GA 3.0° TCH 40′. Bldg.
RWY 30R: PAPI(P4L)—GA 3.0° TCH 40′. Thld dsplcd 202′. P–line.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 25	12R–30L	4000
RWY 30L	07–25	4000

AIRPORT REMARKS: Attended 1400–0600Z‡. Rwy 07–25 and Rwy 12L–30R and Rwy 12R–30L have aiming point marking at 1000′ on all runways. Rwy guard lights at all intersections. Twy R clsd indef. When twr clsd ACTIVATE MIRL Rwy 07–25 and Rwy 12L–30R and twy lgts.—CTAF. Rwy 30R PAPI OTS indef.
WEATHER DATA SOURCES: ASOS 118.05 (702) 648–6633. LAWRS.
COMMUNICATIONS: CTAF 125.7 **ATIS** 118.05 **UNICOM** 122.95
NELLIS APP CON 118.125 (Rwy 12)
LAS VEGAS DEP CON 119.4 (Rwy 12)
LAS VEGAS APP/DEP CON 119.4 (Rwy 30)
TOWER 125.7 (Oct–Mar 1400–0400Z‡, Apr–Sep 1400–0500Z‡) **CLNC DEL** 124.0 **GND CON** 121.7
AIRSPACE: CLASS D svc Oct–Mar 1400–0400Z‡, Apr–Sep 1400–0500Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE LAS.
LAS VEGAS (H) VORTACW 116.9 LAS Chan 116 N36°04.78′ W115°09.59′ 333° 8.2 NM to fld. 2141/15E.
ILS/DME 110.7 I–HWG Chan 44 Rwy 12L. Class IT. ILS unmonitored when twr clsd.

LIDA JUNCTION (See GOLDFIELD)

LINCOLN CO (See PANACA)

LOVELOCK N40°07.49′ W118°34.66′ NOTAM FILE LOL.

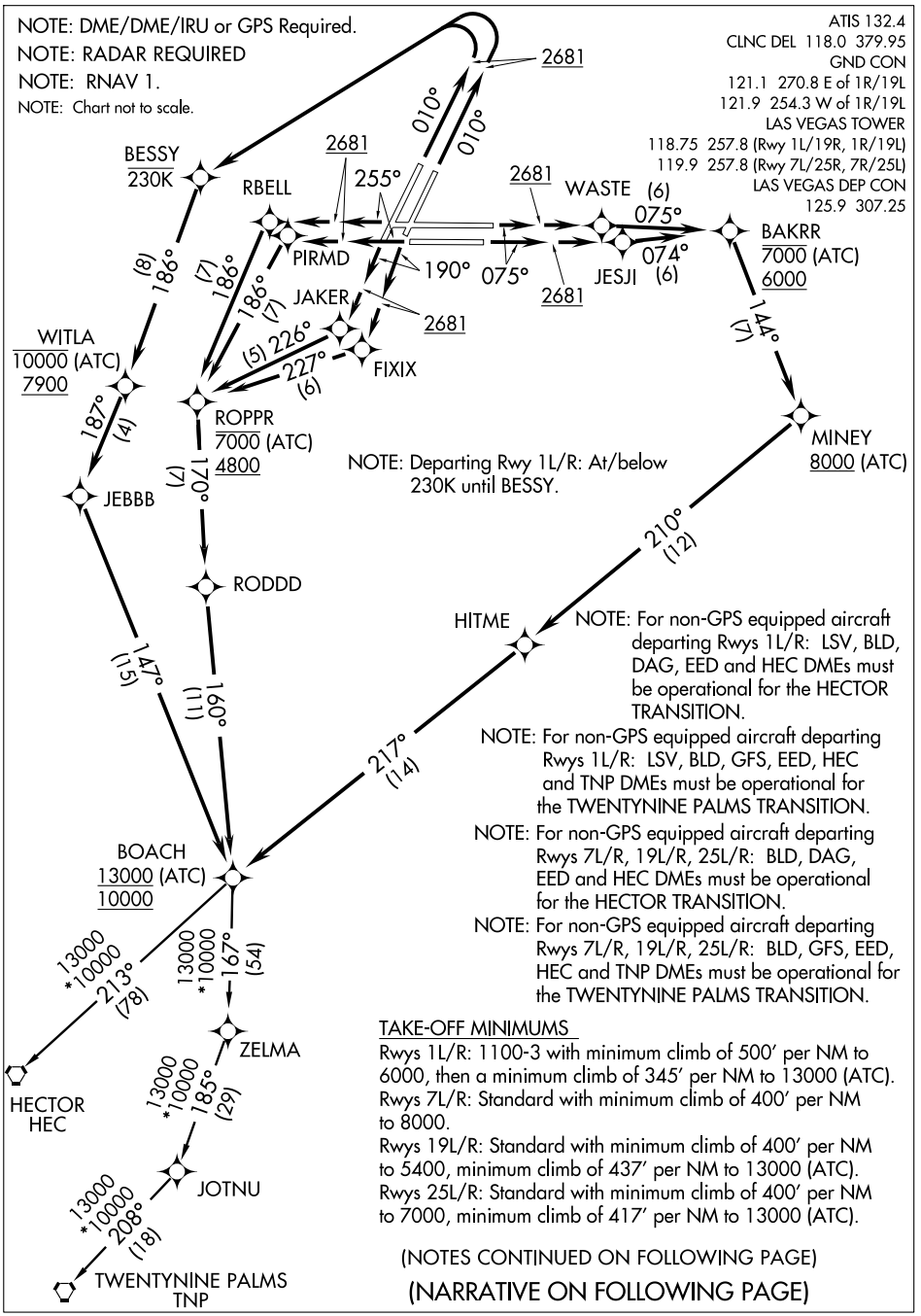
KLAMATH FALLS H–3C, L–9A, 11A

(L) VORTACW 116.5 LLC Chan 112 155° 3.6 NM to Derby Fld. 4784/16E. **HIWAS.**
VORTAC unusable:
225°–235° byd 25 NM blo 9,600′
235°–260° byd 15 NM blo 15,500′
260°–305° byd 25 NM blo 13,000′
340°–360° byd 25 NM blo 10,500′
RCO 122.4 (RENO RADIO)

BOACH THREE DEPARTURE (RNAV)

SL-662 (FAA)

LAS VEGAS/MC CARRAN INTL (LAS)
LAS VEGAS, NEVADA



TAKE-OFF MINIMUMS

Rwys 1L/R: 1100-3 with minimum climb of 500′ per NM to 6000, then a minimum climb of 345′ per NM to 13000 (ATC).
Rwys 7L/R: Standard with minimum climb of 400′ per NM to 8000.
Rwys 19L/R: Standard with minimum climb of 400′ per NM to 5400, minimum climb of 437′ per NM to 13000 (ATC).
Rwys 25L/R: Standard with minimum climb of 400′ per NM to 7000, minimum climb of 417′ per NM to 13000 (ATC).

(NOTES CONTINUED ON FOLLOWING PAGE)

(NARRATIVE ON FOLLOWING PAGE)

BOACH THREE DEPARTURE (RNAV)
(BOACH3.BOACH) 10266
LAS VEGAS, NEVADA
LAS VEGAS/MC CARRAN INTL (LAS)

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1L/R: Climb heading 010° to 2681', then left turn direct BESSY, then on track 186° to cross WITLA at or below 10000(ATC)/7900, then on track 187° to JEBBB, then on track 147° to cross BOACH at or above 13000(ATC). Thence....

TAKE-OFF RUNWAY 7L: Climb heading 075° to 2681', then direct WASTE, then on track 075° to cross BAKRR at or below 7000(ATC)/6000, then on track 144° to cross MINEY at or above 8000(ATC), then on track 210° to HITME, then on track 217° to cross BOACH at or above 13000(ATC). Thence....

TAKE-OFF RUNWAY 7R: Climb heading 075° to 2681', then direct JESJI, then on track 074° to cross BAKRR at or below 7000(ATC)/6000, then on track 144° to cross MINEY at or above 8000(ATC), then on track 210° to HITME, then on track 217° to cross BOACH at or above 13000(ATC). Thence....

TAKE-OFF RUNWAY 19L: Climb heading 190° to 2681', then direct FIXIX, then on track 227° to cross ROPPR at or below 7000(ATC)/4800, then on track 170° to RODDD, then on track 160° to cross BOACH at or above 13000(ATC)/10000. Thence....

TAKE-OFF RUNWAY 19R: Climb heading 190° to 2681', then direct JAKER, then on track 226° to cross ROPPR at or below 7000(ATC)/4800, then on track 170° to RODDD, then on track 160° to cross BOACH at or above 13000(ATC)/10000. Thence....

TAKE-OFF RUNWAY 25L: Climb heading 255° to 2681', then direct PIRMD, then on track 186° to cross ROPPR at or below 7000(ATC)/4800, then on track 170° to RODDD, then on track 160° to cross BOACH at or above 13000(ATC)/10000. Thence....

TAKE-OFF RUNWAY 25R: Climb heading 255° to 2681', then direct RBELL, then on track 186° to cross ROPPR at or below 7000(ATC)/4800, then on track 170° to RODDD, then on track 160° to cross BOACH at or above 13000(ATC)/10000. Thence....

....via (Transition) maintain FL190, expect filed altitude 10 minutes after departure.

HECTOR TRANSITION (BOACH3.HEC)

TWENTYNINE PALMS TRANSITION (BOACH3.TNP)

TAKE-OFF OBSTACLE NOTES

RWY 1L: Building 1508' from DER, 463' left of centerline, 71' AGL/2146' MSL. Pole 453' from DER, 283' left of centerline, 38' AGL/2118' MSL. Sign 1042' from DER, 694' left of centerline, 35' AGL/2124' MSL.
RWY 1R: Sign 1331' from DER, 448' right of centerline, 60' AGL/2120' MSL.
Vents 604' from DER, 539' right of centerline, up to 17' AGL/2095' MSL.
RWY 7L: Trees 761' from DER, left and right of centerline, up to 42' AGL/2074' MSL.
Pole 747' from DER, 442' right of centerline, 25' AGL/2057' MSL.
RWY 7R: Tower 1457' from DER, 847' right of centerline, 65' AGL/2096' MSL.
RWY 19L: Multiple buildings, trees and poles 1394' from DER, 251' right of centerline, up to 96' AGL/2284' MSL.
Sign 2181' from DER, 1062' right of centerline, 36' AGL/2236' MSL.
RWY 19R: Trees 1563' from DER, 329' left of centerline, up to 55' AGL/2236' MSL.
Multiple buildings, signs and poles 197' from DER, 59' right of centerline, up to 75' AGL/2291' MSL.
RWY 25L: Multiple poles, signs and buildings 1003' from DER, 145' left of centerline, up to 97' AGL/2291' MSL.
Trees 2837' from DER, 1008' left of centerline, 72' AGL/2230' MSL.
Railroad 2564' from DER, 773' left of centerline, 66' AGL/2223' MSL.
RWY 25R: Multiple poles and trees 533' from DER, 1' left of centerline, up to 271' AGL/2457' MSL. Building 1822' from DER, 652' left of centerline, 59' AGL/2238' MSL. Roads 669' from DER, 17' right of centerline, up to 29' AGL/2208' MSL.

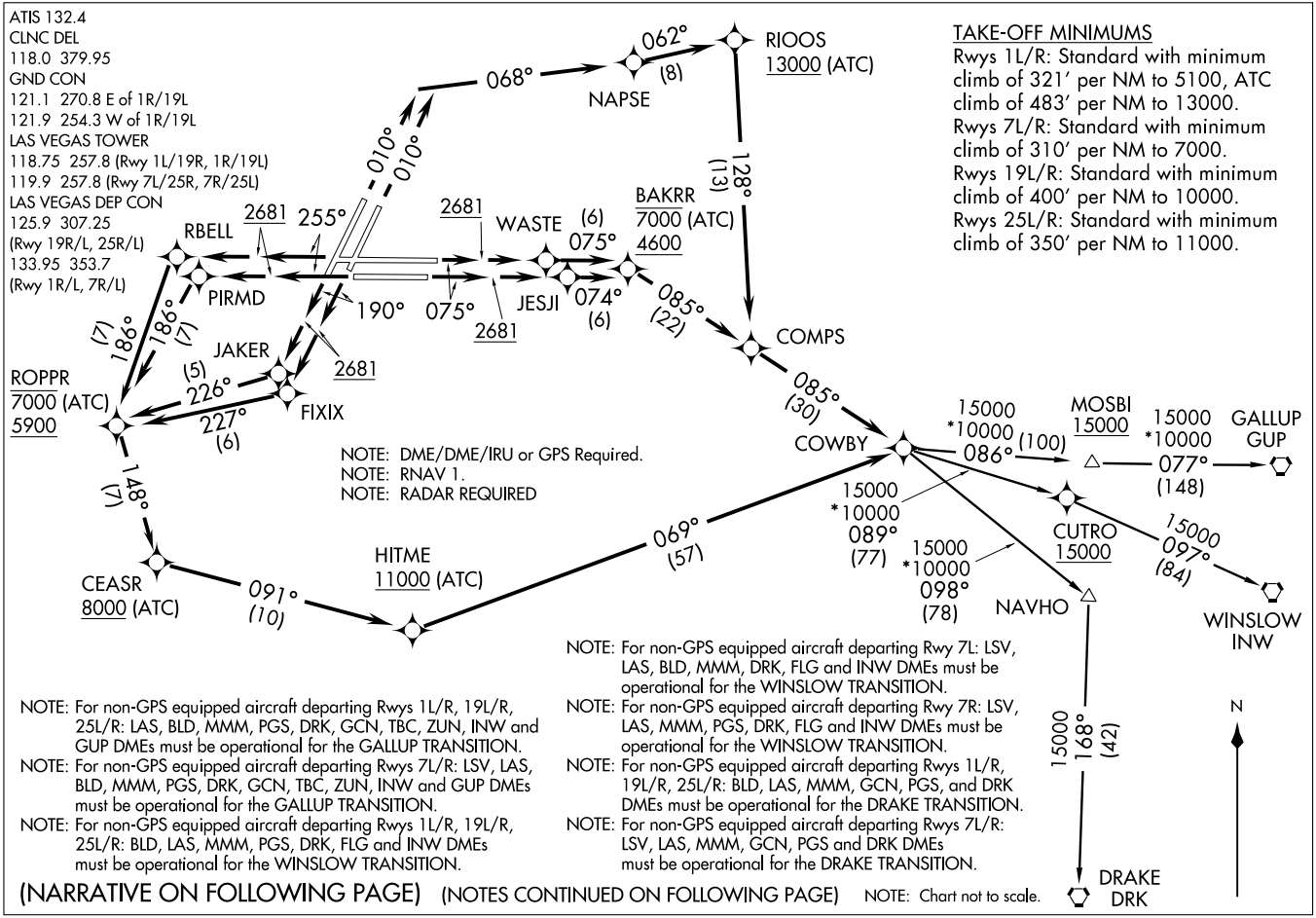
SW-4, 21 OCT 2010 to 18 NOV 2010

COWBY THREE DEPARTURE (RNAV)

(COWBY3.COWBY) 10266

LAS VEGAS / MC CARRAN INTL (LAS)

LAS VEGAS, NEVADA



(NARRATIVE ON FOLLOWING PAGE) (NOTES CONTINUED ON FOLLOWING PAGE) NOTE: Chart not to scale.

(COWBY3.COWBY) 10266

COWBY THREE DEPARTURE (RNAV)

SL-662 (FAA)

LAS VEGAS / MC CARRAN INTL (LAS)

LAS VEGAS, NEVADA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1L/R: Climb heading 010° to intercept course 068° to NAPSE, then on track 062° to cross RIOOS at or above 13000 (ATC), then on track 128° to COMPS, then on track 085° to COWBY, thence....

TAKE-OFF RUNWAY 7L: Climb heading 075° to 2681', then direct WASTE, then on track 075° to cross BAKRR at or below 7000(ATC)/4600, then on track 085° to COMPS, then on track 085° to COWBY, thence....

TAKE-OFF RUNWAY 7R: Climb heading 075° to 2681', then direct JESJI, then on track 074° to cross BAKRR at or below 7000(ATC)/4600, then on track 085° to COMPS, then on track 085° to COWBY, thence....

TAKE-OFF RUNWAY 19L: Climb heading 190° to 2681', then direct FIXIX, then on track 227° to cross ROPPR at or below 7000(ATC)/5900, then on track 148° to cross CEASR at or above 8000(ATC), then on track 091° to cross HITME at or above 11000(ATC), then on track 069° to COWBY, thence....

TAKE-OFF RUNWAY 19R: Climb heading 190° to 2681', then direct JAKER, then on track 226° to cross ROPPR at or below 7000(ATC)/5900, then on track 148° to cross CEASR at or above 8000(ATC), then on track 091° to cross HITME at or above 11000(ATC), then on track 069° to COWBY, thence....

TAKE-OFF RUNWAY 25L: Climb heading 255° to 2681', then direct PIRMD, then on track 186° to cross ROPPR at or below 7000(ATC)/5900, then on track 148° to cross CEASR at or above 8000(ATC), then on track 091° to cross HITME at or above 11000(ATC), then on track 069° to COWBY, thence....

TAKE-OFF RUNWAY 25R: Climb heading 255° to 2681', then direct RBELL, then on track 186° to cross ROPPR at or below 7000(ATC)/5900, then on track 148° to cross CEASR at or above 8000(ATC), then on track 091° to cross HITME at or above 11000(ATC), then on track 069° to COWBY, thence....

....via (Transition) maintain FL190, expect filed altitude 10 minutes after departure.

DRAKE TRANSITION (COWBY3.DRK)
GALLUP TRANSITION (COWBY3.GUP)
WINSLOW TRANSITION (COWBY3.INW)

TAKE-OFF OBSTACLE NOTES

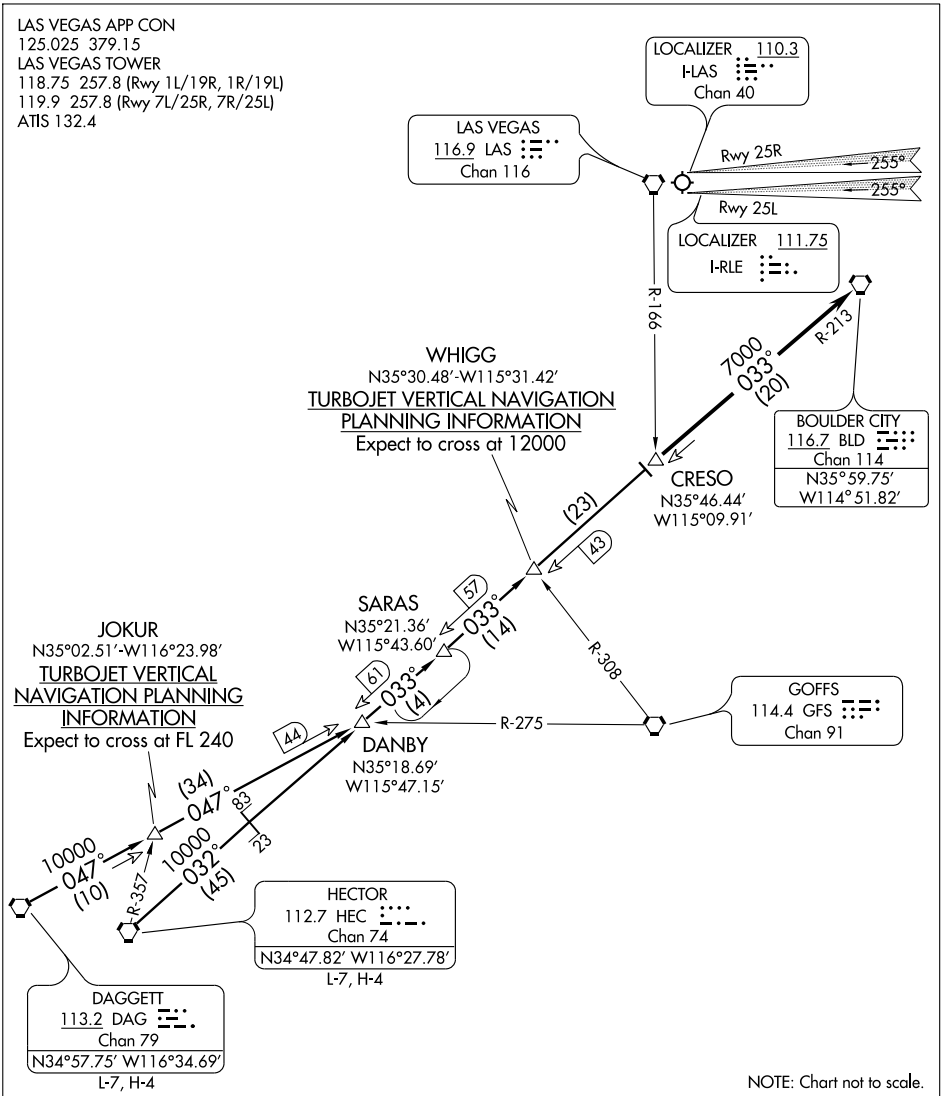
RWY 1L: Building 1508' from DER, 463' left of centerline, 71' AGL/2146' MSL. Pole 453' from DER, 283' left of centerline, 38' AGL/2118' MSL. Sign 1042' from DER, 694' left of centerline, 35' AGL/2124' MSL.
RWY 1R: Sign 1331' from DER, 448' right of centerline, 60' AGL/2120' MSL. Vents 604' from DER, 539' right of centerline, up to 17' AGL/2095' MSL.
RWY 7L: Trees 761' from DER, left and right of centerline, up to 42' AGL/2074' MSL. Pole 747' from DER, 442' right of centerline, 25' AGL/2057' MSL.
RWY 7R: Tower 1457' from DER, 847' right of centerline, 65' AGL/2096' MSL.
RWY 19L: Multiple buildings, trees and poles 1394' from DER, 251' right of centerline, up to 96' AGL/2284' MSL. Sign 2181' from DER, 1062' right of centerline, 36' AGL/2236' MSL.
RWY 19R: Trees 1563' from DER, 329' left of centerline, up to 55' AGL/2236' MSL. Multiple buildings, signs and poles 197' from DER, 59' right of centerline, up to 75' AGL/2291' MSL.
RWY 25L: Multiple poles, signs and buildings 1003' from DER, 145' left of centerline, up to 97' AGL/2291' MSL. Trees 2837' from DER, 1008' left of centerline, 72' AGL/2230' MSL. Railroad 2564' from DER, 773' left of centerline, 66' AGL/2223' MSL.
RWY 25R: Multiple poles and trees 533' from DER, 1' left of centerline, up to 271' AGL/2457' MSL. Building 1822' from DER, 652' left of centerline, 59' AGL/2238' MSL. Roads 669' from DER, 17' right of centerline, up to 29' AGL/2208' MSL.

SW-4, 21 OCT 2010 to 18 NOV 2010

CRESO THREE ARRIVAL

ST-662 (FAA)

MC CARRAN INTL
LAS VEGAS, NEVADA



DAGGETT TRANSITION (DAG.CRESO3): From over DAG VORTAC via DAG R-047 and BLD R-213 to CRESO INT/DME, thence....

HECTOR TRANSITION (HEC.CRESO3): From over HEC VORTAC via HEC R-032 and BLD R-213 to CRESO INT/DME, Thence....

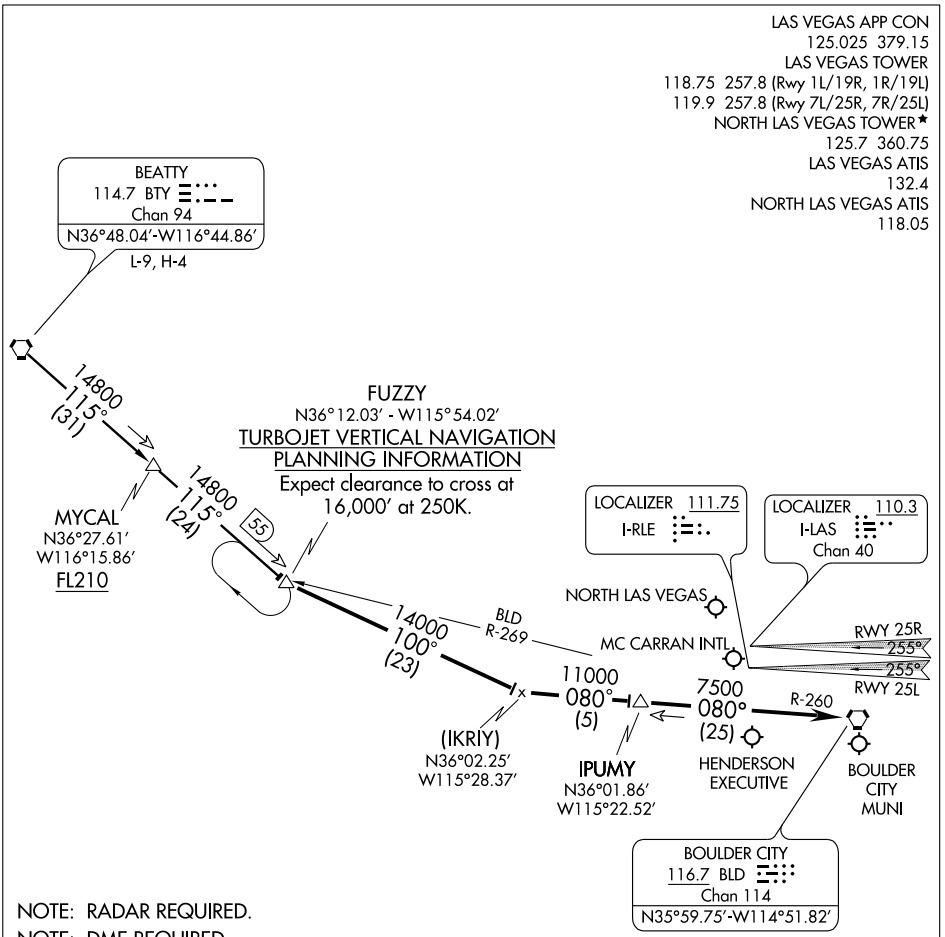
....From over CRESO INT/DME via BLD R-213 to BLD VORTAC. Runways 1, 7 and 19 expect vectors to final approach course. From BLD VORTAC, expect ILS approach Runway 25L.

CRESO THREE ARRIVAL
(CRESO.CRESO3) 09351
LAS VEGAS, NEVADA
MC CARRAN INTL
SW-4, 21 OCT 2010 to 18 NOV 2010

FUZZY SEVEN ARRIVAL

ST-662 (FAA)

LAS VEGAS, NEVADA



NOTE: RADAR REQUIRED.

NOTE: DME REQUIRED.

NOTE: Chart not to scale.

BEATTY TRANSITION (BTY.FUZZY7): From over BTY VORTAC via BTY R-115 to FUZZY INT. Thence . . .

. . . From over FUZZY via heading 100° to intercept BLD R-260 to BLD VORTAC.

LANDING MC CARRAN INTL RWYS 1L/R, 7L/R, and 19L/R: Expect vectors for visual approach prior to BLD VORTAC.

LANDING MC CARRAN INTL RWYS 25L/R: Expect ILS approach.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI : After IPUMY, expect radar vectors to airport.

FUZZY SEVEN ARRIVAL

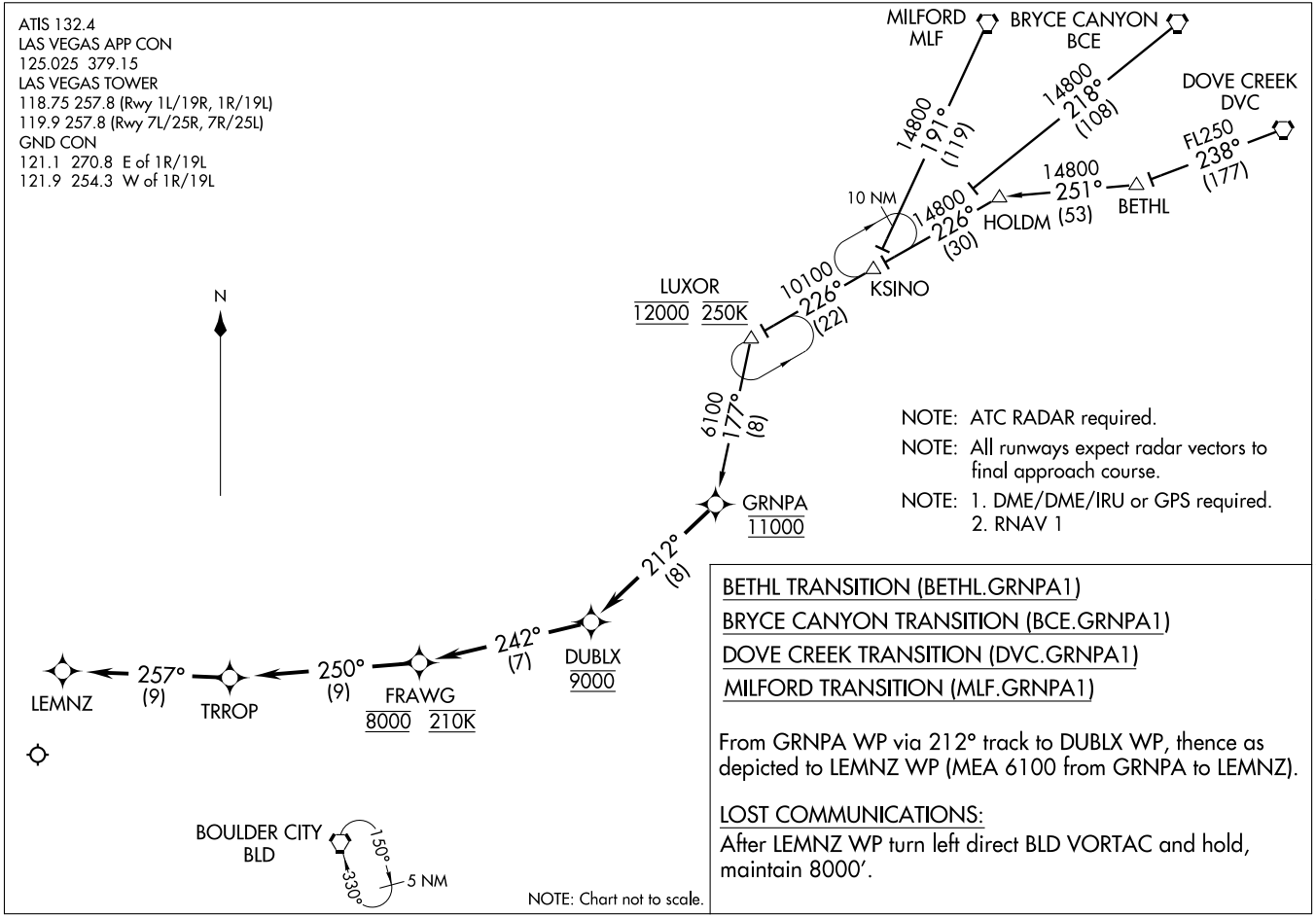
LAS VEGAS, NEVADA

(FUZZY.FUZZY7) 09351

GRNPA ONE ARRIVAL (RNAV)

(GRNPA.GRNPA1) 09351

ATIS 132.4
LAS VEGAS APP CON
125.025 379.15
LAS VEGAS TOWER
118.75 257.8 (Rwy 1L/19R, 1R/19L)
119.9 257.8 (Rwy 7L/25R, 7R/25L)
GND CON
121.1 270.8 E of 1R/19L
121.9 254.3 W of 1R/19L



NOTE: Chart not to scale.

NOTE: ATC RADAR required.

NOTE: All runways expect radar vectors to final approach course.

NOTE: 1. DME/DME/IRU or GPS required.
2. RNAV 1

BETHL TRANSITION (BETHL.GRNPA1)

BRYCE CANYON TRANSITION (BCE.GRNPA1)

DOVE CREEK TRANSITION (DVC.GRNPA1)

MILFORD TRANSITION (MLF.GRNPA1)

From GRNPA WP via 212° track to DUBLX WP, thence as depicted to LEMNZ WP (MEA 6100 from GRNPA to LEMNZ).

LOST COMMUNICATIONS:

After LEMNZ WP turn left direct BLD VORTAC and hold, maintain 8000'.

GRNPA ONE ARRIVAL (RNAV)
(GRNPA.GRNPA1) 09351

ST-662 (FAA)

LAS VEGAS, NEVADA
MC CARRAN INTL

LAS VEGAS, NEVADA
MC CARRAN INTL

TAKE-OFF OBSTACLE NOTES

RWY 1L: Multiple buildings 3954′ from DER, 1 NM left of centerline, up to 283′ AGL/2409′ MSL.
Pole 450′ from DER, 283′ left of centerline, 38′ AGL/2118′ MSL.
Obstacle light on wind sock 248′ from DER, 224′ right of centerline, 50′ AGL/2104′ MSL.
Pole 1029′ from DER, 715′ left of centerline, 85′ AGL/2124′ MSL.
Tree 1536′ from DER, 502′ left of centerline, 100′ AGL/2132′ MSL.

RWY 1R: Sign 1331′ from DER, 448′ right of centerline, 60′ AGL/2120′ MSL
Building 599′ from DER, 541′ right of centerline, 70′ AGL/2096′ MSL
Multiple buildings 4878′ from DER, 1.2 NM left of centerline, up to 283′ AGL/2409′ MSL.

RWY 25R: Light pole 3115′ from DER, 1033′ right of centerline, 109′ AGL/2301′ MSL.
Light on pole 1.5 NM from DER, 2836′ left of centerline, 124′ AGL/2457′ MSL.
Road 1.7 NM from DER, 2965′ left of centerline, 139′ AGL/2469′ MSL.
Light on pole 1100′ from DER, 508′ left of centerline, 47′ AGL/2226′ MSL.
Building 1822′ from DER, 652′ left of centerline, 46′ AGL/2238′ MSL.
Building 2202′ from DER, 596′ left of centerline, 44′ AGL/2246′ MSL.
Rod on building 534′ from DER, 369′ left of centerline, 33′ AGL/2202′ MSL.
Road 678′ from DER, 16′ right of centerline, 35′ AGL/2201′ MSL.
Light on localizer antenna 533′ from DER, 32′ AGL/2195′ MSL.

RWY 25L: Pole 2860′ from DER, 813′ left of centerline, 57′ AGL/2236′ MSL.
Sign 3672′ from DER, 1302′ left of centerline, 57′ AGL/2256′ MSL.
Antenna on building 1002′ from DER, 251′ left of centerline, 34′ AGL/2183′ MSL.
Pole 3677′ from DER, 145′ left of centerline, 67′ AGL/2249′ MSL.

RWY 7L: Tree 1257′ from DER, 789′ left of centerline, 85′ AGL/2077′ MSL.
Light pole 747′ from DER, 441′ right of centerline, 62′ AGL/2057′ MSL.
Tree 1007′ from DER, 557′ right of centerline, 70′ AGL/2062′ MSL.

RWY 7R: Light on wind sock 102′ from DER, 300′ right of centerline, 30′ AGL/2051′ MSL.

RWY 19L: Pole 1394′ from DER, 533′ right of centerline, 36′ AGL/2236′ MSL.
Sign 2181′ from DER, 1062′ right of centerline, 50′ AGL/2256′ MSL.
Rod on building 2921′ from DER, 581′ right of centerline, 50′ AGL/2262′ MSL.
Pole 2633′ from DER, 319′ right of centerline, 40′ AGL/2246′ MSL.

RWY 19R: Pole 1135′ from DER, 619′ right of centerline, 65′ AGL/2249′ MSL.
Pole 756′ from DER, 618′ right of centerline, 50′ AGL/2231′ MSL.
Sign 2182′ from DER, 125′ right of centerline, 50′ AGL/2256′ MSL.
Pole 1396′ from DER, 403′ left of centerline, 55′ AGL/2236′ MSL.
Rod on building 197′ from DER, 441′ right of centerline, 30′ AGL/2202′ MSL.
Rod on building 2922′ from DER, 356′ left of centerline, 50′ AGL/2262′ MSL.

SW-4, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
LAS VEGAS, NV		
McCARRAN INTL (LAS)	HS 1	Rwy 01R-19L, Twy S and the ramp.
	HS 2	Rwy 01R-19L and Rwy 01L-19R, Twy U.
	HS 3	Rwy 01R-19L and Rwy 01L-19R, Twy Y.
	HS 4	Rwy 07L and Rwy 01L, co-located rwy holding position markings.
	HS 5	Twy E.
LAS VEGAS, NV		
NORTH LAS VEGAS (VGT)	HS 1	Rwy 07, Twy G and Twy F.
	HS 2	Rwy 12R, Twy G.
	HS 3	Rwy 12R, Twy A and Twy B.
	HS 4	Rwy 12L, Twy A.
MESA, AZ		
FALCON FIELD (FFZ)	HS 1	Rwy 04R-22L, Twy B and Twy D
MINDEN, NV		
MINDEN-TAHOE (MEV)	HS 1	Complex int.
	HS 2	Frequent crossings for sailplane operations.
PHOENIX, AZ		
PHOENIX-MESA GATEWAY (IWA)	HS 1	Twy V, Twy B, and Twy K complex int.
PHOENIX, AZ		
PHOENIX SKY HARBOR INTL (PHX)	HS 1	Pilots sometimes mistake Twy F for Rwy 07L or Rwy 07R.
	HS 2	Pilots sometimes cross Rwy 07L-25R at Twy F8, Twy F9, or Twy F10, without authorization.
PROVO, UT		
PROVO MUNI (PVU)	HS 1	Twy A and Twy A3 close proximity to ramp and rwys.
RENO, NV		
RENO/TAHOE INTL (RNO)	HS 1	Rwy 07-25, Twy A and Twy B.
	HS 2	Twy C and the ramp.
	HS 3	Rwy 16L, Twy C and Twy D.
SALT LAKE CITY, UT		
SALT LAKE CITY INTL (SLC)	HS 1	Hold line on apch end of Rwy 32 protects Rwy 35.
	HS 2	Confusing int. Twy K2 ramp in close proximity to Rwy 17-35.
	HS 3	Area not visible from control twr.
TUCSON, AZ		
RYAN FIELD (RYN)	HS 1	Rwy 33 and Rwy 06R, Twy B.
TUCSON, AZ		
TUCSON INTL (TUS)	HS 1	Twy A, Twy D and Twy A3, complex int.
	HS 2	Rwy 11L and Rwy 11R apch areas.
	HS 3	Rwy 29R and Rwy 29L.
	HS 4	Twy A5 and Twy A6 in close proximity of Rwy 11L-29R.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-CUA	APP CRS	Rwy Idg 1L	8401
110.1	010°	TDZE	2176
Chan 38		Apt Elev	2181

ILS or LOC/DME RWY 1L

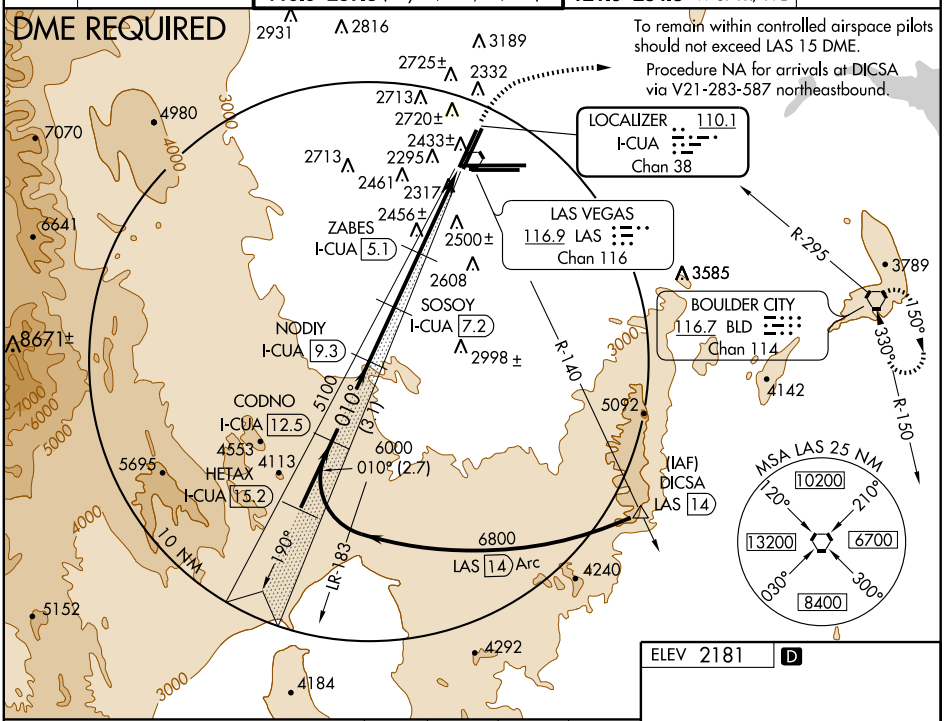
LAS VEGAS/MC CARRAN INTL (LAS)

T A Inoperative table does not apply to S-LOC 1L Cat C.

MALSF

MISSED APPROACH: Climb to 3200, then climbing right turn to 6000 via 070° heading and BLD R-295 to BLD VORTAC and hold.

ATIS	LAS VEGAS APP CON	LAS VEGAS TOWER	GND CON	CLNC DEL
132.4	125.025 379.15	118.75 257.8 (Rwy 1L/19R, 1R/19L) 119.9 257.8 (Rwy 7L/25R, 7R/25L)	121.1 270.8 E of 1R/19L 121.9 254.3 W of 1R/19L	118.0 379.95



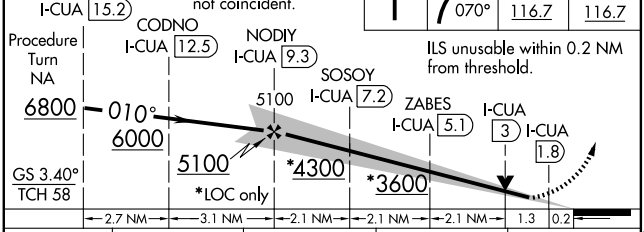
SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

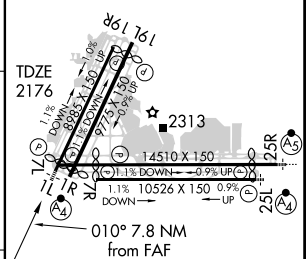
Use I-CUA DME when on the localizer course.

VGSI and ILS glidepath not coincident.

3200	6000	BLD	BLD
	070°	R-295	116.7
		116.7	



ILS unusable within 0.2 NM from threshold.



CATEGORY	A	B	C	D
S-ILS 1L	2460-1 284 (300-1)			NA
S-LOC 1L	2720-1 544 (600-1)		2720-1½ 544 (600-1½)	NA
CIRCLING	3020-1 839 (900-1)	3020-1¼ 839 (900-1¼)	3020-2½ 839 (900-2½)	NA

REIL Rwys 1L, 1R, 7R, 19L and 19R
MIRL Rwy 1R-19L
HIRL Rwys 1L-19R, 7L-25R and 7R-25L

LOC I-RLE	APP CRS				
111.75	255°	Rwy Idg 25L	10526	Rwy Idg 25R	12755
		TDZE	2069	TDZE	2067
		Apt Elev	2181	Apt Elev	2181

ILS or LOC RWY 25L

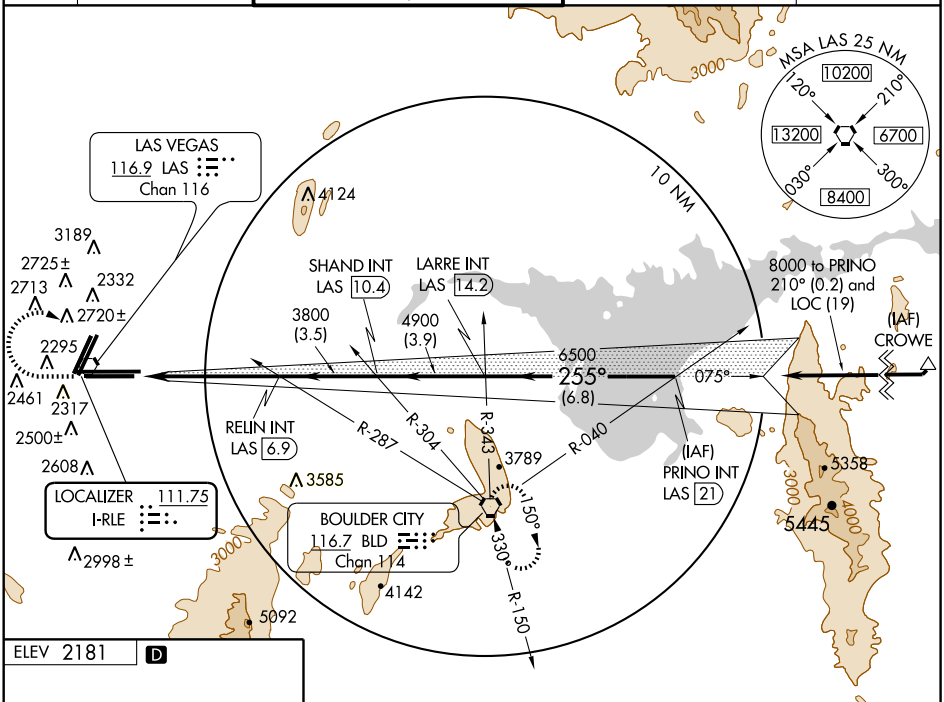
LAS VEGAS/MC CARRAN INTL (LAS)

T A Inoperative table does not apply to S-LOC 25L Cat C and Sidestep 25R Cats A and B.

MALSF Rwy 25L (A4) MALSR Rwy 25R (A5)

MISSED APPROACH: Climb to 3000 then climbing right turn to 6000 direct BLD VORTAC and hold.

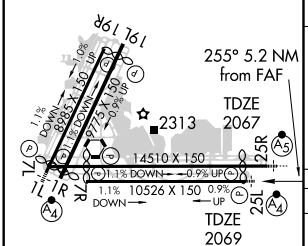
ATIS	LAS VEGAS APP CON	LAS VEGAS TOWER	GND CON	CLNC DEL
132.4	125.025 379.15	118.75 257.8 (Rwy 1L/19R, 1R/19L) 119.9 257.8 (Rwy 7L/25R, 7R/25L)	121.1 270.8 E of 1R/19L 121.9 254.3 W of 1R/19L	118.0 379.95



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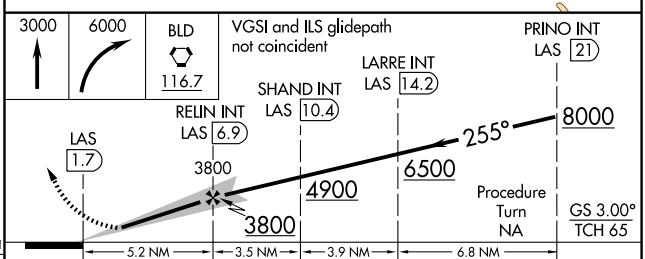
SW-4, 21 OCT 2010 to 18 NOV 2010

ELEV 2181 D



REIL Rwys 1L, 1R, 7R, 19L and 19R
MIRL Rwy 1R-19L
HIRL Rwys 1L-19R, 7L-25R and 7R-25L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D	E
S-ILS 25L	2269-¾ 200 (100-¾)				
S-LOC 25L	2540-¾ 471 (400-¾)		2540-1¼ 471 (400-1¼)	2540-1½ 471 (400-1½)	2540-1¾ 471 (400-1¾)
SIDESTEP RWY 25R	2540-1 473 (400-1)			2540-1½ 473 (400-1½)	
CIRCLING	3020-1 839 (900-1)	3020-1¼ 839 (900-1¼)	3020-2½ 839 (900-2½)	3020-2¾ 839 (900-2¾)	3540-3 1359 (1400-3)

LOC/DME I-LAS	APP CRS	Rwy Idg 25R	Rwy Idg 25L
110.3	255°	12755	10526
Chan 40		TDZE 2067	TDZE 2069
		Apt Elev 2181	Apt Elev 2181

ILS or LOC RWY 25R

LAS VEGAS/MC CARRAN INTL (LAS)

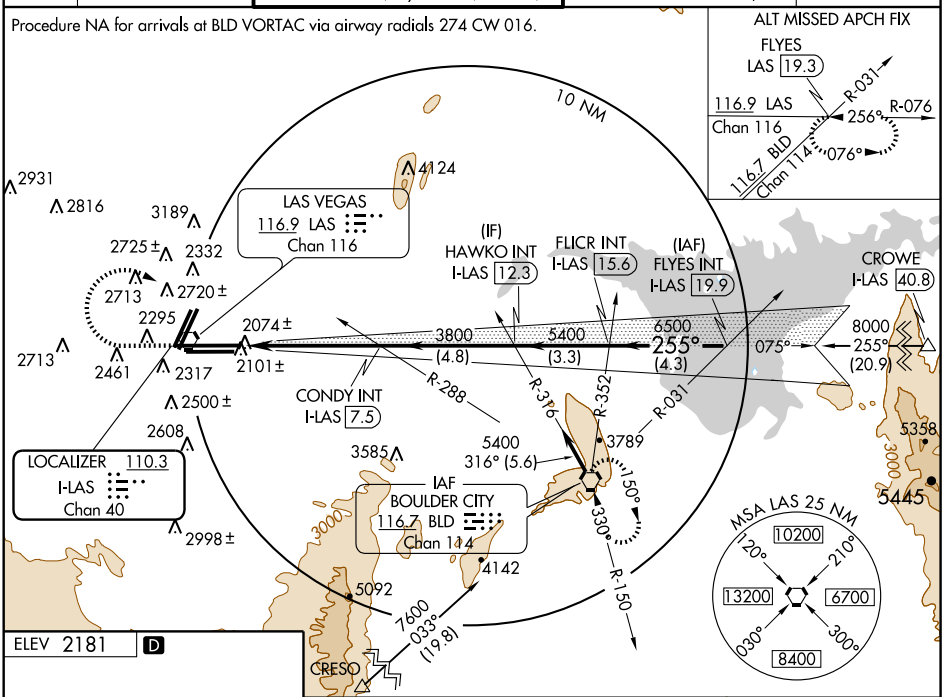
Inoperative table does not apply to Sidestep 25L.
For inoperative MALSR, increase S-ILS Cat E visibility ¼ mile, and S-LOC Cat E visibility ½ mile.

MALSR Rwy 25R (A5) | MALSF Rwy 25L (A4)

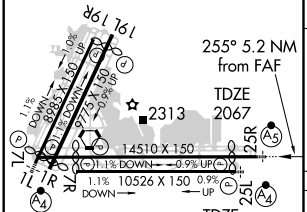
MISSED APPROACH: Climb to 3200, then climbing right turn to 6000 direct BLD VORTAC and hold.

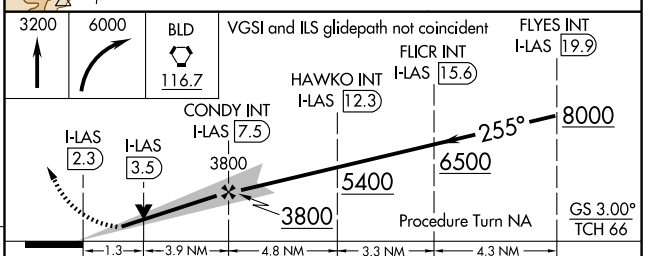
ATIS	LAS VEGAS APP CON	LAS VEGAS TOWER	GND CON	CLNC DEL
132.4	125.025 379.15	118.75 257.8 (Rwy 1L/19R, 1R/19L) 119.9 257.8 (Rwy 7L/25R, 7R/25L)	121.1 270.8 E of 1R/19L 121.9 254.3 W of 1R/19L	118.0 379.95

Procedure NA for arrivals at BLD VORTAC via airway radials 274 CW 016.



ELEV 2181 D





REIL Rwys 1L, 1R, 7R, 19L and 19R
MIRL Rwys 1R-19L
HIRL Rwys 1L-19R, 7L-25R and 7R-25L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

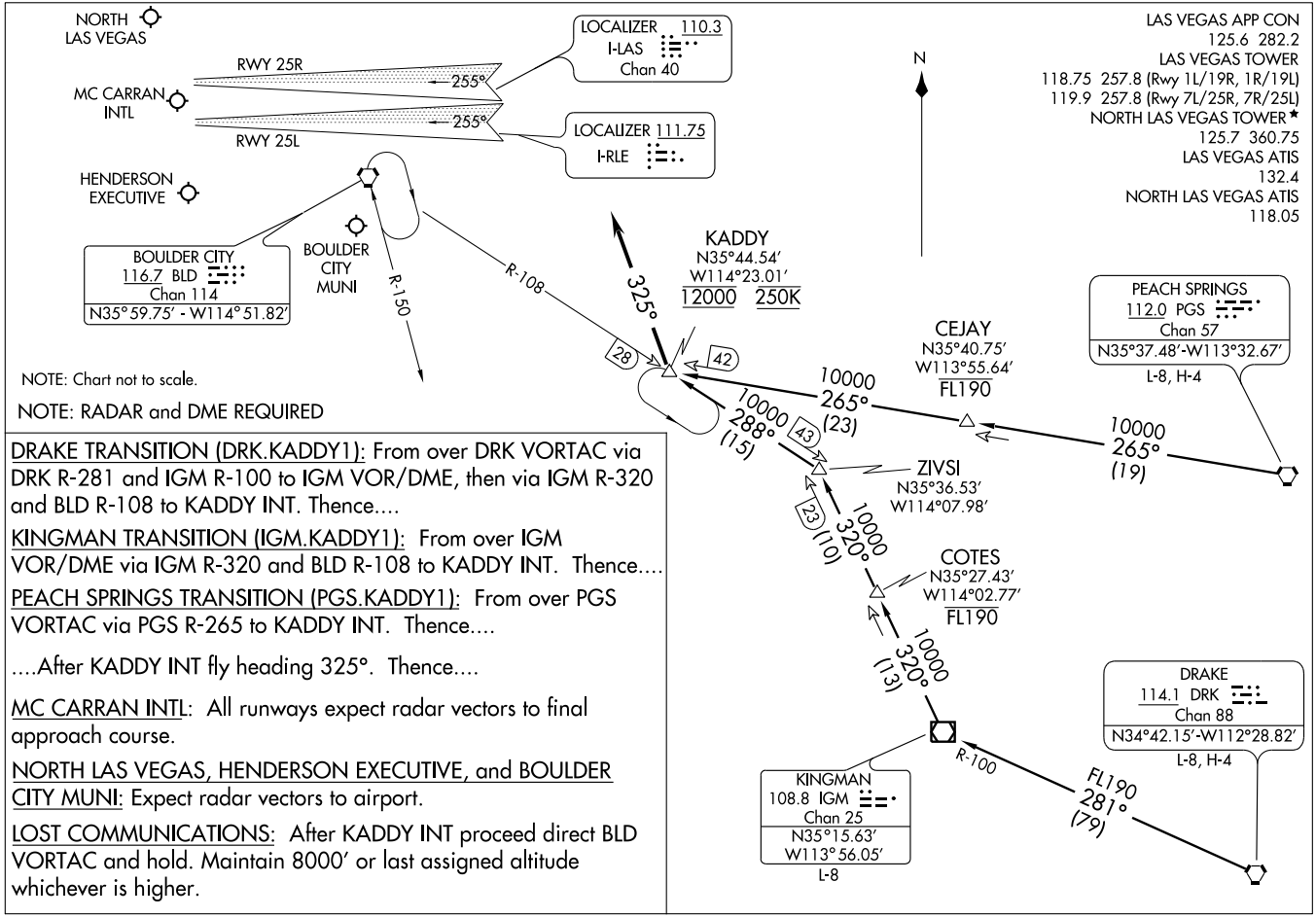
CATEGORY	A	B	C	D	E
S-ILS 25R	2340-½ 273 (200-½)				
S-LOC 25R	2540-½ 473 (400-½)		2540-¾ 473 (400-¾)	2540-1 473 (400-1)	2540-1¼ 473 (400-1¼)
SIDESTEP RWY 25L	2540-1 471 (400-1)		2540-1½ 471 (400-1½)	2540-2 471 (400-2)	
CIRCLING	3020-1 839 (900-1)	3020-1¼ 839 (900-1¼)	3020-2½ 839 (900-2½)	3040-2¾ 859 (900-2¾)	3540-3 1359 (1400-3)

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KADDY ONE ARRIVAL

(KADDY.KADDY1) 09351

LAS VEGAS, NEVADA



DRAKE TRANSITION (DRK.KADDY1): From over DRK VORTAC via DRK R-281 and IGM R-100 to IGM VOR/DME, then via IGM R-320 and BLD R-108 to KADDY INT. Thence....

KINGMAN TRANSITION (IGM.KADDY1): From over IGM VOR/DME via IGM R-320 and BLD R-108 to KADDY INT. Thence....

PEACH SPRINGS TRANSITION (PGS.KADDY1): From over PGS VORTAC via PGS R-265 to KADDY INT. Thence....

....After KADDY INT fly heading 325°. Thence....

MC CARRAN INTL: All runways expect radar vectors to final approach course.

NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI: Expect radar vectors to airport.

LOST COMMUNICATIONS: After KADDY INT proceed direct BLD VORTAC and hold. Maintain 8000′ or last assigned altitude whichever is higher.

KADDY ONE ARRIVAL

(KADDY.KADDY1) 09351

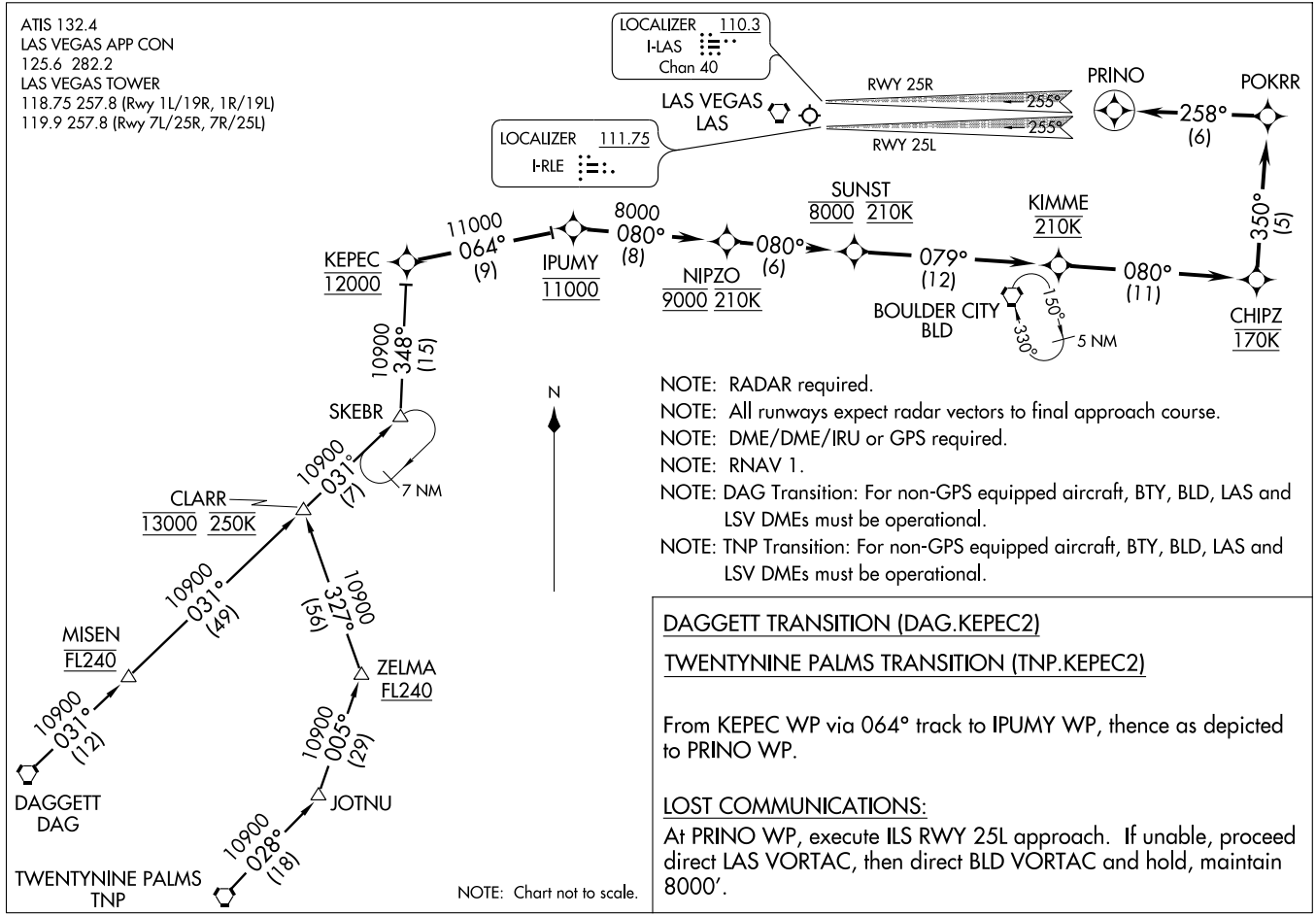
LAS VEGAS, NEVADA

ST-662 (FAA)

KEPEC TWO ARRIVAL (RNAV)

(KEPEC.KEPEC2) 09351

ATIS 132.4
LAS VEGAS APP CON
125.6 282.2
LAS VEGAS TOWER
118.75 257.8 (Rwy 1L/19R, 1R/19L)
119.9 257.8 (Rwy 7L/25R, 7R/25L)



NOTE: Chart not to scale.

NOTE: RADAR required.

NOTE: All runways expect radar vectors to final approach course.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: DAG Transition: For non-GPS equipped aircraft, BTY, BLD, LAS and LSV DMEs must be operational.

NOTE: TNP Transition: For non-GPS equipped aircraft, BTY, BLD, LAS and LSV DMEs must be operational.

DAGGETT TRANSITION (DAG.KEPEC2)

TWENTYNINE PALMS TRANSITION (TNP.KEPEC2)

From KEPEC WP via 064° track to IPUMY WP, thence as depicted to PRINO WP.

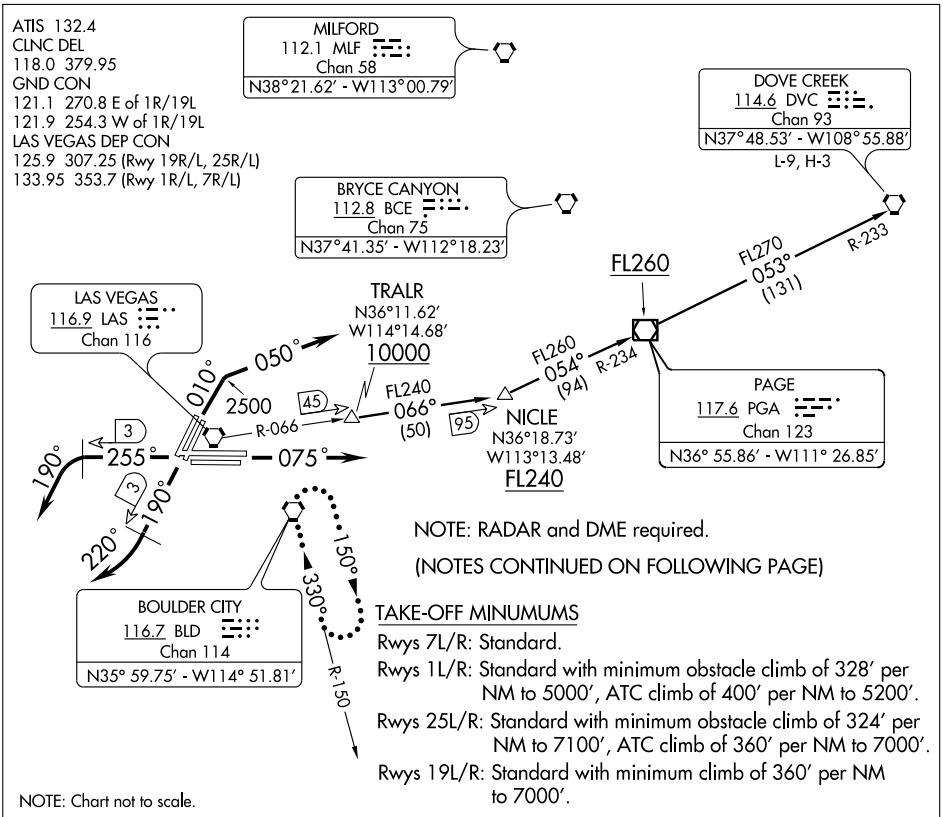
LOST COMMUNICATIONS:

At PRINO WP, execute ILS RWY 25L approach. If unable, proceed direct LAS VORTAC, then direct BLD VORTAC and hold, maintain 8000'.

ST-662 (FAA)

LAS VEGAS, NEVADA
MC CARRAN INTL

KEPEC TWO ARRIVAL (RNAV)
(KEPEC.KEPEC2) 09351



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1L/R: Climb via heading 010° to 2500, then climbing right turn via heading 050°, thence ....

TAKE-OFF RUNWAYS 7L/R: Climb via heading 075°, thence ....

TAKE-OFF RUNWAYS 19L/R: Climb via heading 190° until LAS VORTAC 3 DME, then right turn via heading 220°, thence ....

TAKE-OFF RUNWAYS 25L/R: Climb via heading 255° until LAS VORTAC 3 DME, then left turn via heading 190°, thence ....

.... via radar vector to transition or assigned route, maintain 7000', expect clearance to filed altitude two minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC upon reaching 7000', proceed direct BLD VORTAC then climb in BLD VORTAC holding pattern to appropriate MEA for route of flight.

DOVE CREEK TRANSITION (LAS3.DVC): From over TRALR INT via LAS R-066 to NICLE INT, then via PGA R-234 to PGA VOR/DME, then via PGA R-053 and DVC R-233 to DVC VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010

TAKE-OFF OBSTACLE NOTES

RWY 1L: Multiple buildings 3954′ from DER, 1 NM left of centerline, up to 283′ AGL/2409′ MSL.
Pole 450′ from DER, 283′ left of centerline, 38′ AGL/2118′ MSL.
Obstacle light on wind sock 248′ from DER, 224′ right of centerline, 50′ AGL/2104′ MSL.
Pole 1029′ from DER, 715′ left of centerline, 85′ AGL/2124′ MSL.
Tree 1536′ from DER, 502′ left of centerline, 100′ AGL/2132′ MSL.

RWY 1R: Sign 1331′ from DER, 448′ right of centerline, 60′ AGL/2120′ MSL
Building 599′ from DER, 541′ right of centerline, 70′ AGL/2096′ MSL
Multiple buildings 4878′ from DER, 1.2 NM left of centerline, up to 283′ AGL/2409′ MSL.

RWY 25R: Light pole 3115′ from DER, 1033′ right of centerline, 109′ AGL/2301′ MSL.
Light on pole 1.5 NM from DER, 2836′ left of centerline, 124′ AGL/2457′ MSL.
Road 1.7 NM from DER, 2965′ left of centerline, 139′ AGL/2469′ MSL.
Light on pole 1100′ from DER, 508′ left of centerline, 47′ AGL/2226′ MSL.
Building 1822′ from DER, 652′ left of centerline, 46′ AGL/2238′ MSL.
Building 2202′ from DER, 596′ left of centerline, 44′ AGL/2246′ MSL.
Rod on building 534′ from DER, 369′ left of centerline, 33′ AGL/2202′ MSL.
Road 678′ from DER, 16′ right of centerline, 35′ AGL/2201′ MSL.
Light on localizer antenna 533′ from DER, 32′ AGL/2195′ MSL.

RWY 25L: Pole 2860′ from DER, 813′ left of centerline, 57′ AGL/2236′ MSL.
Sign 3672′ from DER, 1302′ left of centerline, 57′ AGL/2256′ MSL.
Antenna on building 1002′ from DER, 251′ left of centerline, 34′ AGL/2183′ MSL.
Pole 3677′ from DER, 145′ left of centerline, 67′ AGL/2249′ MSL.

RWY 7L: Tree 1257′ from DER, 789′ left of centerline, 85′ AGL/2077′ MSL.
Light pole 747′ from DER, 441′ right of centerline, 62′ AGL/2057′ MSL.
Tree 1007′ from DER, 557′ right of centerline, 70′ AGL/2062′ MSL.

RWY 7R: Light on wind sock 102′ from DER, 300′ right of centerline, 30′ AGL/2051′ MSL.

RWY 19L: Pole 1394′ from DER, 533′ right of centerline, 36′ AGL/2236′ MSL.
Sign 2181′ from DER, 1062′ right of centerline, 50′ AGL/2256′ MSL.
Rod on building 2921′ from DER, 581′ right of centerline, 50′ AGL/2262′ MSL.
Pole 2633′ from DER, 319′ right of centerline, 40′ AGL/2246′ MSL.

RWY 19R: Pole 1135′ from DER, 619′ right of centerline, 65′ AGL/2249′ MSL.
Pole 756′ from DER, 618′ right of centerline, 50′ AGL/2231′ MSL.
Sign 2182′ from DER, 125′ right of centerline, 50′ AGL/2256′ MSL.
Pole 1396′ from DER, 403′ left of centerline, 55′ AGL/2236′ MSL.
Rod on building 197′ from DER, 441′ right of centerline, 30′ AGL/2202′ MSL.
Rod on building 2922′ from DER, 356′ left of centerline, 50′ AGL/2262′ MSL.

SW-4, 21 OCT 2010 to 18 NOV 2010

LUXOR TWO ARRIVAL

(LUXOR.LUXOR2) 09351

LAS VEGAS APP CON
125.025 379.15
LAS VEGAS TOWER
118.75 257.8 (Rwy 1L/19R, 1R/19L)
119.9 257.8 (Rwy 7L/25R, 7R/25L)
NORTH LAS VEGAS TOWER ★
125.7 360.75
LAS VEGAS ATIS
132.4
NORTH LAS VEGAS ATIS
118.05

MILFORD
112.1 MLF
Chan 58
N38°21.62′ - W113°00.79′
L-9, H-3

BRYCE CANYON
112.8 BCE
Chan 75
N37°41.35′ - W112°18.23′
L-9, H-3

DOVE CREEK
114.6 DVC
Chan 93
N37°48.53′ -W108°55.88′
L-9, H-3

MORMON MESA
114.3 MMM
Chan 90

FL270
*13000
190°
(119)

FL270
218°
(108)

HOLDM
N36°49.12′
W113°32.68′

J146

FL250
239°
(177)

R-069

35

70

FL190
254°
(53)

67

R-254

BETHL
N36°53.07′
W112°26.43′

LUXOR
N36°23.69′
W114°28.83′

KSINO
N36°34.54′
W114°05.08′

14800
225°
(30)

90

140

LAS
R-054

PAGE
117.6 PGA
Chan 123

Turbojets cross at
12000′ at 250K

10100
225°
(22)

60

N

LOCALIZER 110.3
I-LAS
Chan 40

38

R-045

203°
(20)

BAMAA
N36°08.04′
W114°43.89′
8000 210K

NORTH
LAS VEGAS

(21)
246°

R-066

R-023

10

RWY 25R
255°
255°

MC CARRAN INTL

RWY 25L

LOCALIZER 111.75
I-RLE

HENDERSON EXECUTIVE

BOULDER CITY MUNI

LAS VEGAS
116.9 LAS
Chan 116
N36°04.78′ - W115°09.59′

R-150

BOULDER CITY
116.7 BLD
Chan 114
N35°59.75′ - W114°51.82′

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR and DME REQUIRED.

NOTE: Chart not to scale.

LAS VEGAS, NEVADA

ST-662 (FAA)

ARRIVAL DESCRIPTION

BETHL TRANSITION (BETHL.LUXOR2): From over BETHL INT via PGA R-254 and MMM R-069 to HOLDM INT, then via LAS R-045 to LUXOR INT. Thence. . . .

BRYCE CANYON TRANSITION (BCE.LUXOR2): From over BCE VORTAC via BCE R-218 and LAS R-045 to LUXOR INT. Thence. . . .

DOVE CREEK TRANSITION (DVC.LUXOR2): From over DVC VORTAC via DVC R-239 and LAS R-054 to BETHL INT, then via PGA R-254 and MMM R-069 to HOLDM INT, then via LAS R-045 to LUXOR INT. Thence. . . .

MILFORD TRANSITION (MLF.LUXOR2): From over MLF VORTAC via MLF R-190 and LAS R-045 to LUXOR INT. Thence. . . .

. . . .From over LUXOR INT via BLD R-023 to BAMAA INT, thence via LAS R-066 to LAS VORTAC. Thence. . . .

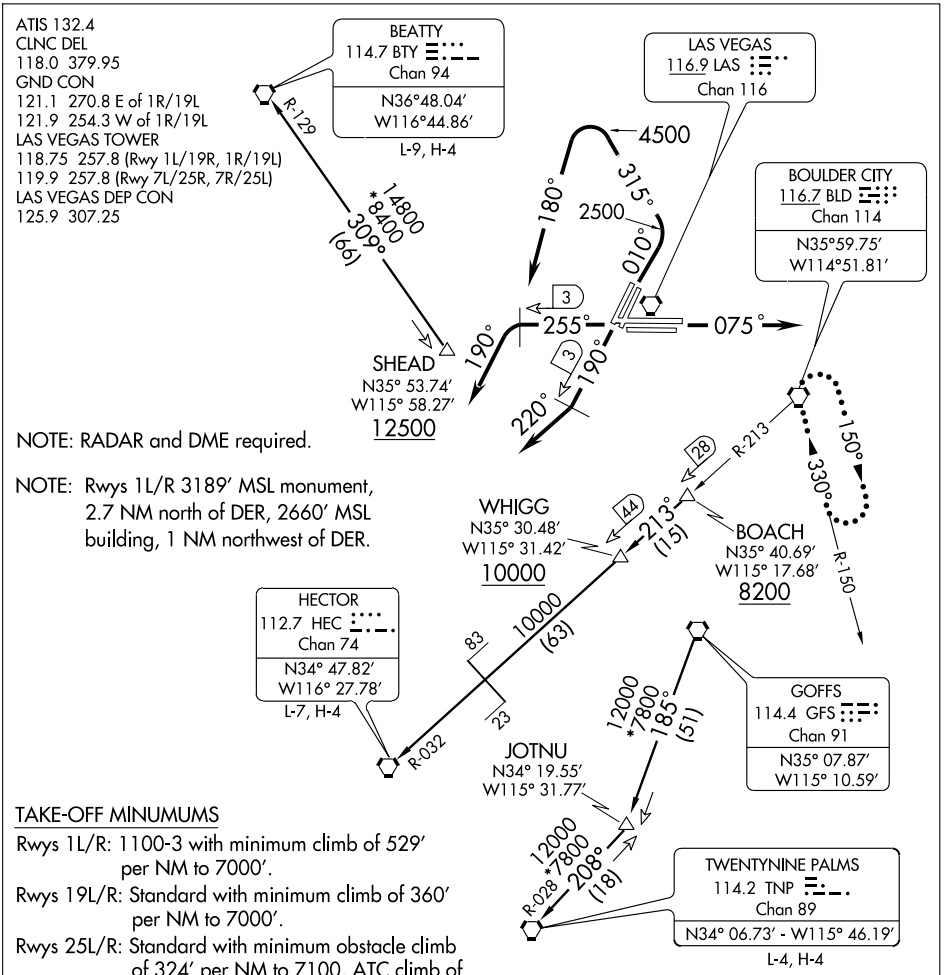
LANDING MC CARRAN INTL: All runways expect radar vectors to final approach course.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI: Expect radar vectors to airport.

LOST COMMUNICATIONS: After LAS VORTAC proceed direct BLD VORTAC and hold. Maintain 8000′ or last assigned altitude whichever is higher.

SW-4, 21 OCT 2010 to 18 NOV 2010

MCCARRAN THREE DEPARTURE



TAKE-OFF MINUMUMS

Rwys 1L/R: 1100-3 with minimum climb of 529' per NM to 7000'.

Rwys 19L/R: Standard with minimum climb of 360' per NM to 7000'.

Rwys 25L/R: Standard with minimum obstacle climb of 324' per NM to 7100, ATC climb of 360' per NM to 7000.

Rwys 7L/R: Standard with minimum ATC climb of 440' per NM to 7000'.

TAKE-OFF OBSTACLE NOTES

RWY 1L: Pole 450' from DER, 283' left of centerline, 38' AGL/2118' MSL.
Obstacle light on wind sock 248' from DER, 224' right of centerline, 50' AGL/2104' MSL.
Pole 1029' from DER, 715' left of centerline, 85' AGL/2124' MSL.
Tree 1536' from DER, 502' left of centerline, 100' AGL/2132' MSL.

RWY 1R: Sign 1331' from DER, 448' right of centerline, 60' AGL/2120' MSL
Building 599' from DER, 541' right of centerline, 70' AGL/2096' MSL

(NOTES CONTINUED ON FOLLOWING PAGE)

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1L/R: Climb via heading 010° to 2500', then climbing left turn via heading 315° to 4500', then climbing left turn heading 180°, thence ....

TAKE-OFF RUNWAYS 7L/R: Climb via heading 075°, thence ....

TAKE-OFF RUNWAYS 19L/R: Climb via heading 190° until LAS VORTAC 3 DME, then right turn via heading 220°, thence ....

TAKE-OFF RUNWAYS 25L/R: Climb via heading 255° until LAS VORTAC 3 DME, then left turn via heading 190°, thence ....

....via radar vectors to transition or assigned route, maintain 7000', expect clearance to filed altitude 2 minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC upon reaching 7000', proceed direct BLD VORTAC, then climb in BLD VORTAC holding pattern to the appropriate MEA for route of flight.

BEATTY TRANSITION (MCCRN3.BTY): From over SHEAD INT via BTY R-129 to BTY VORTAC.

HECTOR TRANSITION (MCCRN3.HEC): From over BOACH INT via BLD R-213 and HEC R-032 to HEC VORTAC.

TWENTY NINE PALMS TRANSITION (MCCRN3.TNP): From over GFS VORTAC via GFS R-185 to JOTNU INT, then via TNP R-028 to TNP VORTAC.

TAKE-OFF OBSTACLE NOTES (CONTINUED)

RWY 25R: Light pole 3115' from DER, 1033' right of centerline, 109' AGL/2301' MSL.
Light on pole 1.5 NM from DER, 2836' left of centerline, 124' AGL/2457' MSL.
Light pole 1.7 NM from DER, 2965' left of centerline, 139' AGL/2469' MSL.
Light on pole 1100' from DER, 508' left of centerline, 47' AGL/2226' MSL.
Building 1822' from DER, 652' left of centerline, 46' AGL/2238' MSL.
Building 2202' from DER, 596' left of centerline, 44' AGL/2246' MSL.
Rod on building 534' from DER, 369' left of centerline, 33' AGL/2202' MSL.
Road 678' from DER, 16' right of centerline, 35' AGL/2201' MSL.
Light on localizer antenna 533' from DER, 32' AGL/2195' MSL.

RWY 25L: Pole 2860' from DER, 813' left of centerline, 57' AGL/2236' MSL.
Sign 3672' from DER, 1302' left of centerline, 57' AGL/2256' MSL.
Antenna on building 1002' from DER, 251' left of centerline, 34' AGL/2183' MSL.
Pole 3677' from DER, 145' left of centerline, 67' AGL/2249' MSL.

RWY 7L: Tree 1257' from DER, 789' left of centerline, 85' AGL/2077' MSL.
Light pole 747' from DER, 441' right of centerline, 62' AGL/2057' MSL.
Tree 1007' from DER, 557' right of centerline, 70' AGL/2062' MSL.

RWY 7R: Light on wind sock 102' from DER, 300' right of centerline, 30' AGL/2051' MSL.

RWY 19L: Pole 1394' from DER, 533' right of centerline, 36' AGL/2236' MSL.
Sign 2181' from DER, 1062' right of centerline, 50' AGL/2256' MSL.
Rod on building 2921' from DER, 581' right of centerline, 50' AGL/2262' MSL.
Pole 2633' from DER, 319' right of centerline, 40' AGL/2246' MSL.

RWY 19R: Pole 1135' from DER, 619' right of centerline, 65' AGL/2249' MSL.
Pole 756' from DER, 618' right of centerline, 50' AGL/2231' MSL.
Sign 2182' from DER, 125' right of centerline, 50' AGL/2256' MSL.
Pole 1396' from DER, 403' left of centerline, 55' AGL/2236' MSL.
Rod on building 197' from DER, 441' right of centerline, 30' AGL/2202' MSL.
Rod on building 2922' from DER, 356' left of centerline, 50' AGL/2262' MSL.

SW-4, 21 OCT 2010 to 18 NOV 2010

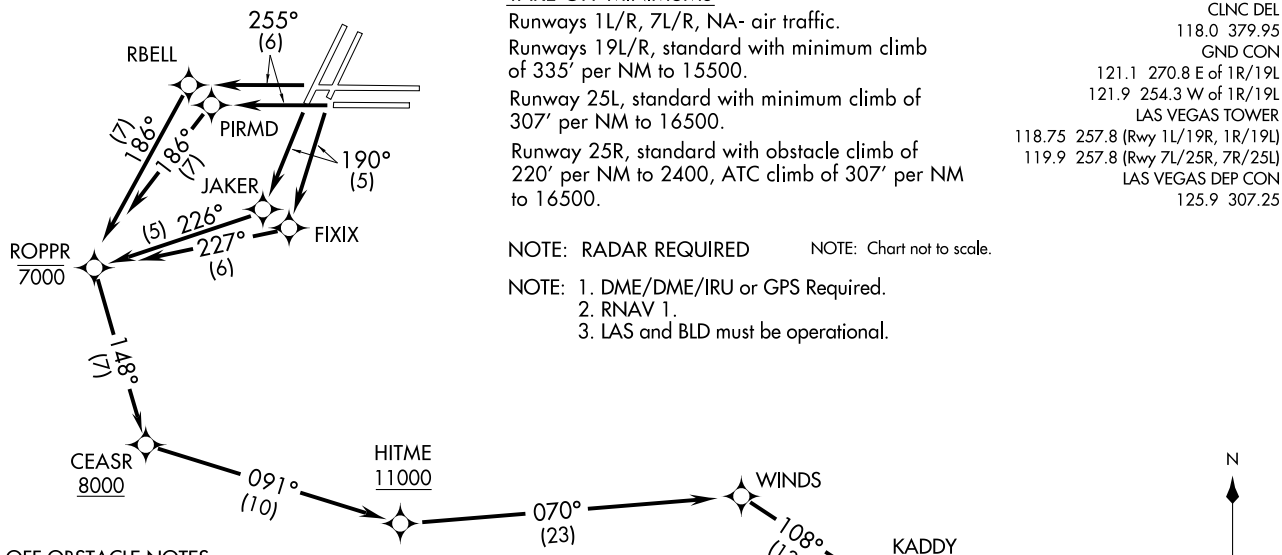
PRFUM TWO DEPARTURE (RNAV)

(PRFUM2.PRFUM) 09351

LAS VEGAS/MC CARRAN INTL (LAS)

LAS VEGAS, NEVADA

SL-662 (FAA)



TAKE-OFF MINIMUMS

Runways 1L/R, 7L/R, NA- air traffic.

Runways 19L/R, standard with minimum climb of 335′ per NM to 15500.

Runway 25L, standard with minimum climb of 307′ per NM to 16500.

Runway 25R, standard with obstacle climb of 220′ per NM to 2400, ATC climb of 307′ per NM to 16500.

NOTE: RADAR REQUIRED

NOTE: Chart not to scale.

NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1.
3. LAS and BLD must be operational.

ATIS 132.4
CLNC DEL
118.0 379.95
GND CON
121.1 270.8 E of 1R/19L
121.9 254.3 W of 1R/19L
LAS VEGAS TOWER
118.75 257.8 (Rwy 1L/19R, 1R/19L)
119.9 257.8 (Rwy 7L/25R, 7R/25L)
LAS VEGAS DEP CON
125.9 307.25

TAKE-OFF OBSTACLE NOTES

RWY 19L: Multiple poles, sign, and building 1394 feet from departure end of rwy, 320 feet right of centerline, up to 51′ AGL/2256′ MSL.

RWY 19R: Multiple poles, sign, and building 197 feet from departure end of rwy, 125 feet right of centerline, up to 51′ AGL/2256′ MSL.
Multiple poles and building 1396 feet from departure end of rwy, 356 feet left of centerline, up to 47′ AGL/2262′ MSL.

RWY 25L: Multiple poles, sign, and building 1003 feet from departure end of rwy, 251 feet left of centerline, up to 63′ AGL/2256′ MSL.

RWY 25R: Multiple poles and road 675 feet from departure end of rwy, 17 feet right of centerline, up to 100′ AGL/2301′ MSL.
Multiple poles and buildings 533 feet from departure end of rwy, 1 foot left of centerline, up to 150′ AGL/2469′ MSL.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 19L: Climb via 190° course to FIXIX WP, then via 227° track to cross ROPPR WP at or below 7000, then via 148° track to cross CEASR WP at or above 8000, then via 091° track to cross HITME WP at or above 11000, then via 070° track to WINDS WP, then via 108° track to cross KADDY WP at or above FL200, then via 108° track to PRFUM WP. Thence....

TAKE-OFF RUNWAY 19R: Climb via 190° course to JAKER WP, then via 226° track to cross ROPPR WP at or below 7000, then via 148° track to cross CEASR WP at or above 8000, then via 091° track to cross HITME WP at or above 11000, then via 070° track to WINDS WP, then via 108° track to cross KADDY WP at or above FL200, then via 108° track to PRFUM WP. Thence....

TAKE-OFF RUNWAY 25L: Climb via 255° course to PIRMD WP, then via 186° track to cross ROPPR WP at or below 7000, then via 148° track to cross CEASR WP at or above 8000, then via 091° track to cross HITME WP at or above 11000, then via 070° track to WINDS WP, then via 108° track to cross KADDY WP at or above FL200, then via 108° track to PRFUM WP. Thence....

TAKE-OFF RUNWAY 25R: Climb via 255° course to RBELL WP, then via 186° track to cross ROPPR WP at or below 7000, then via 148° track to cross CEASR WP at or above 8000, then via 091° track to cross HITME WP at or above 11000, then via 070° track to WINDS WP, then via 108° track to cross KADDY WP at or above FL200, then via 108° track to PRFUM WP. Thence....

....via (Transition) maintain FL190, expect filed altitude 10 minutes after departure.

DRAKE TRANSITION (PRFUM2.DRK)

SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8681
CH 42800	010°	TDZE	2170
W01A		Apt Elev	2181

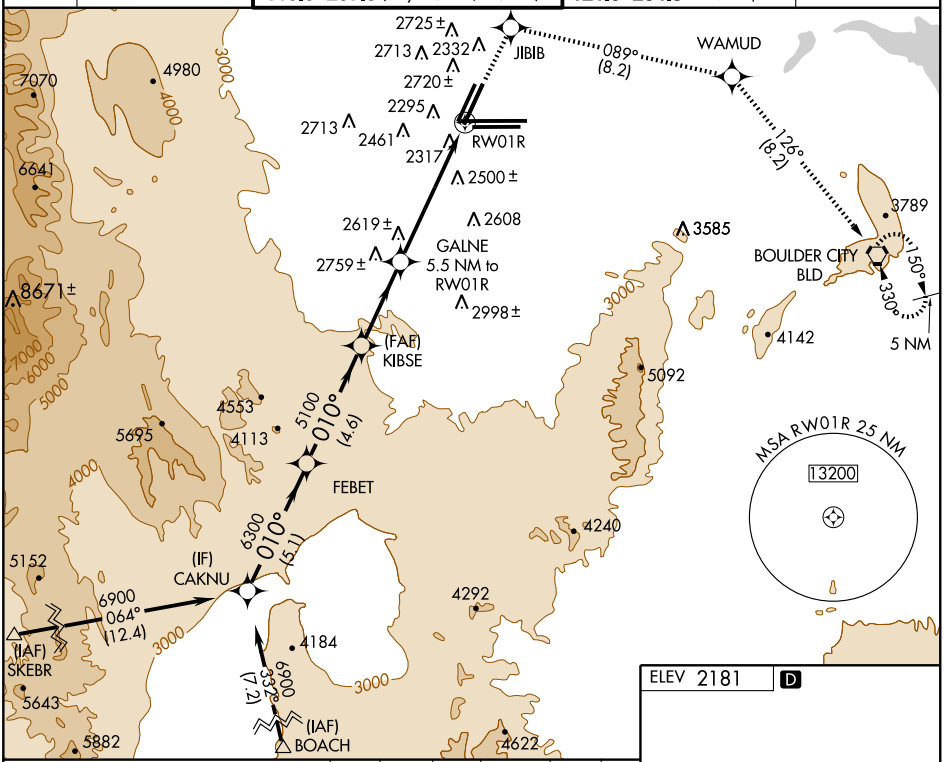
RNAV (GPS) RWY 1R

LAS VEGAS/MC CARRAN INTL (LAS)

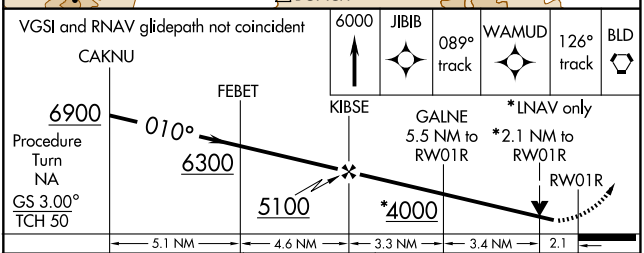
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct JIBIB and via 089° track to WAMUD and via 126° track to BLD VORTAC and hold.

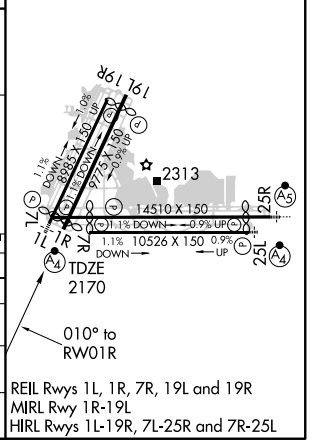
ATIS	LAS VEGAS APP CON	LAS VEGAS TOWER	GND CON	CLNC DEL
132.4	125.025 379.15	118.75 257.8 (Rwy 1L/19R, 1R/19L) 119.9 257.8 (Rwy 7L/25R, 7R/25L)	121.1 270.8 E of 1R/19L 121.9 254.3 W of 1R/19L	118.0 379.95



VGSI and RNAV glidepath not coincident



CATEGORY	A	B	C	D
LPV DA	2693-1¾ 523 (600-1¾)			
LNAV/VNAV DA	NA			
LNAV MDA	2920-1 750 (800-1)	2920-1¼ 750 (800-1¼)	2920-2¼ 750 (800-2¼)	2920-2½ 750 (800-2½)
CIRCLING	3020-1¾ 839 (900-1¾)		3020-2½ 839 (900-2½)	3020-2¾ 839 (900-2¾)



REIL Rwys 1L, 1R, 7R, 19L and 19R
MIRL Rwys 1R-19L
HIRL Rwys 1L-19R, 7L-25R and 7R-25L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8745
200°	TDZE	2113
	Apt Elev	2181

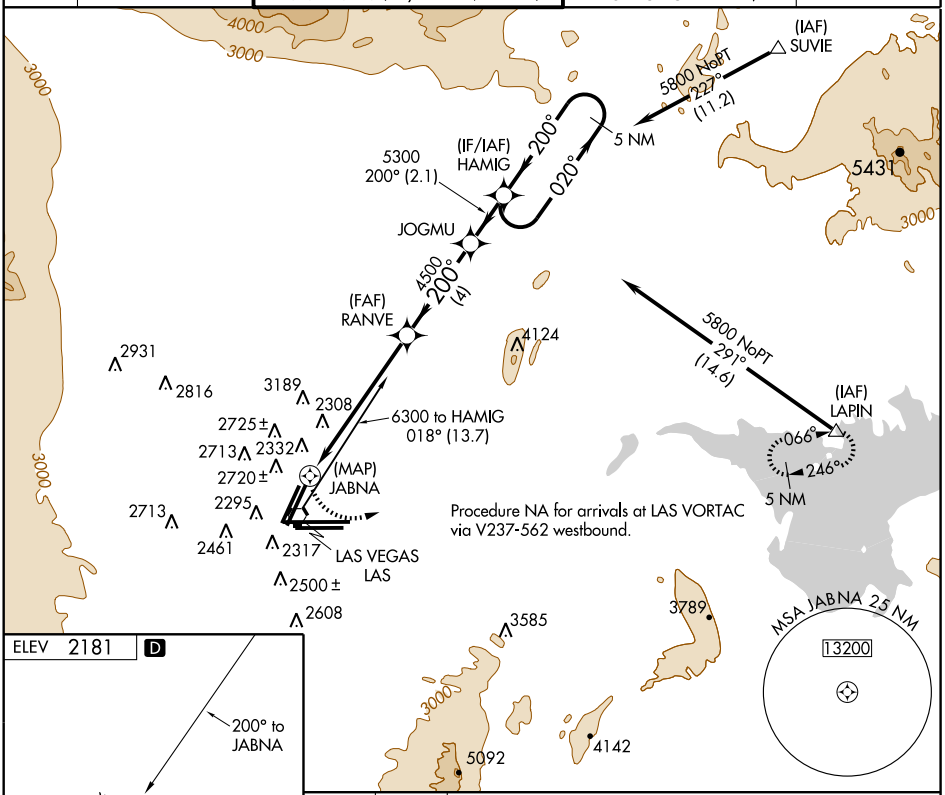
RNAV (GPS) RWY 19L

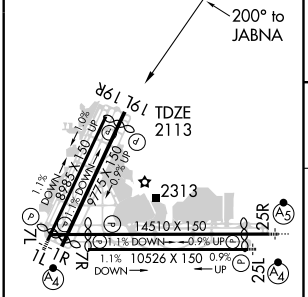
LAS VEGAS/MC CARRAN INTL (LAS)

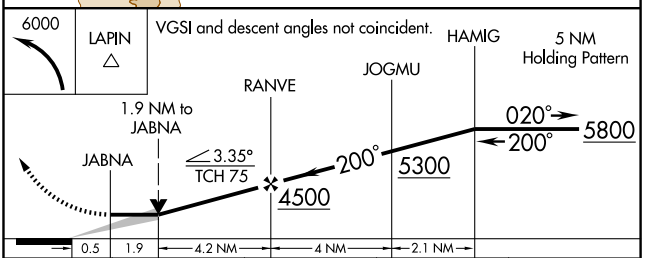
T A If local altimeter setting not received, use North Las Vegas altimeter setting and increase all MDAs 40 feet.
DME/DME RNP- 0.3 NA.
VDP NA when using North Las Vegas altimeter setting.

MISSED APPROACH: Climbing left turn to 6000 direct LAPIN and hold.

ATIS	LAS VEGAS APP CON	LAS VEGAS TOWER	GND CON	CLNC DEL
132.4	125.025 379.15	118.75 257.8 (Rwy 1L/19R, 1R/19L) 119.9 257.8 (Rwy 7L/25R, 7R/25L)	121.1 270.8 E of 1R/19L 121.9 254.3 W of 1R/19L	118.0 379.95







CATEGORY	A	B	C	D
LNAV MDA	2920-1 807 (800-1)	2920-1¼ 807 (800-1¼)	2920-2¼ 807 (800-2¼)	2920-2½ 807 (800-2½)
CIRCLING	3020-1 839 (900-1)	3020-1¼ 839 (900-1¼)	3080-2¾ 899 (900-2¾)	3080-3 899 (900-3)

REIL Rwys 1L, 1R, 7R, 19L and 19R
MIRL Rwy 1R-19L
HIRL Rwys 1L-19R, 7L-25R and 7R-25L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8397
201°	TDZE	2117
	Apt Elev	2181

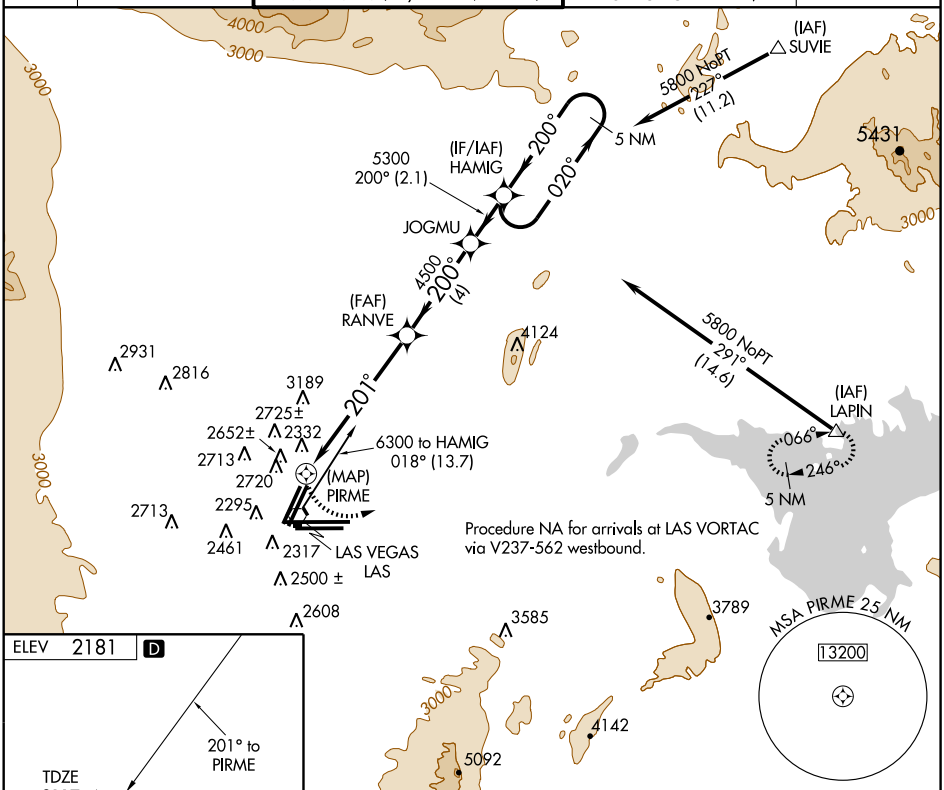
RNAV (GPS) RWY 19R

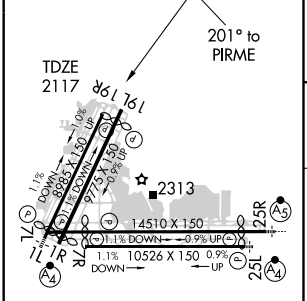
LAS VEGAS/MC CARRAN INTL (LAS)

T A If local altimeter setting not received, use North Las Vegas altimeter setting and increase all MDAs 40 feet.
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

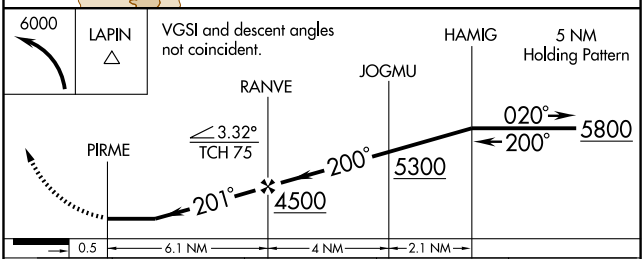
MISSED APPROACH: Climbing left turn to 6000 direct LAPIN and hold.

ATIS	LAS VEGAS APP CON	LAS VEGAS TOWER	GND CON	CLNC DEL
132.4	125.025 379.15	118.75 257.8 (Rwy 1L/19R, 1R/19L) 119.9 257.8 (Rwy 7L/25R, 7R/25L)	121.1 270.8 E of 1R/19L 121.9 254.3 W of 1R/19L	118.0 379.95





REIL Rwys 1L, 1R, 7R, 19L and 19R
MIRL Rwy 1R-19L
HIRL Rwys 1L-19R, 7L-25R and 7R-25L



CATEGORY	A	B	C	D
LNAV MDA	2980-1 863 (800-1)	2980-1¼ 863 (800-1¼)	2980-2½ 863 (800-2½)	2980-2¾ 863 (800-2¾)
CIRCLING	3020-1 839 (900-1)	3020-1¼ 839 (900-1¼)	3080-2¾ 899 (900-2¾)	3080-3 899 (900-3)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

SHEAD SIX DEPARTURE (RNAV)

(SHEAD6.SHEAD) 10266

SHEAD SIX DEPARTURE (RNAV)

(SHEAD6.SHEAD) 10266

LAS VEGAS / MC CARRAN INTL (LAS)

LAS VEGAS, NEVADA

LAS VEGAS / MC CARRAN INTL (LAS)

LAS VEGAS, NEVADA

SL-662 (FAA)

N

TAKE-OFF MINIMUMS

Rwys 1L/R: 1100-3 with minimum climb of 500′ per NM to 6000.
Rwys 7L/R: Standard with minimum climb of 400′ per NM to 8000.
Rwys 19L/R: Standard with minimum climb of 483′ per NM to 9000.
Rwys 25L/R: Standard with minimum climb of 470′ per NM to 9000.

NOTE: Rwys 1L/R do not exceed 230 KIAS until BESSY.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR REQUIRED
NOTE: For non-GPS equipped aircraft departing Rwys 1L/R, 19L/R, 25L/R: LSV, BLD, BTY and TPH DMEs must be operational.
NOTE: For non-GPS equipped aircraft departing Rwys 7L/R: BLD, BTY and TPH DMEs must be operational.

ATIS 132.4
CLNC DEL
118.0 379.95
GND CON
121.1 270.8 E of 1R/19L
121.9 254.3 W of 1R/19L
LAS VEGAS TOWER
118.75 257.8 (Rwy 1L/19R, 1R/19L)
119.9 257.8 (Rwy 7L/25R, 7R/25L)
LAS VEGAS DEP CON
125.9 307.25

COALDALE
OAL

FL250
318°
(48)

KENNO

FL250
314°
(51)

FL210
302°
(10)

BIKKR

DBIGE
FL210 (ATC)

FL210
302°
(45)

SHEAD
14000 (ATC)

TARRK
11000 (ATC)

(16)
256°

(12)
256°

MDDOG
9000 (ATC)
8800

BESSY
230K

188°
(14)

2681

010°

010°

2681

255°

RBELL

2681

WASTE (6)
BAKRR
7000(ATC)
6000

075°

PIRMD

190°

075°

2681

JESJI (6)

074°

144°
(7)

(7)
186°

186°
(7)

JAKER

2681

(5) 226°

227°
(6)

FIXIX

MINEY
8000 (ATC)

ROPPR
7000 (ATC)
6500

210°
(7)

210°
(12)

261°
(44)

HITME

(NOTES CONTINUED ON FOLLOWING PAGE)

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1L/R: Climb heading 010° to 2681', then left turn direct BESSY, then on track 188° to cross MDDOG at 9000(ATC)/8800, then on track 256° to cross TARRK at 11000(ATC), then on track 256° to cross SHEAD at or above 14000(ATC). Thence....

TAKE-OFF RUNWAY 7L: Climb heading 075° to 2681', then direct WASTE, then on track 075° to cross BAKRR at or below 7000(ATC)/6000, then on track 144° to cross MINEY at or above 8000(ATC), then on track 210° to HITME, then on track 261° to cross SHEAD at or above 14000(ATC). Thence....

TAKE-OFF RUNWAY 7R: Climb heading 075° to 2681', then direct JESJI, then on track 074° to cross BAKRR at or below 7000(ATC)/6000, then on track 144° to cross MINEY at or above 8000(ATC), then on track 210° to HITME, then on track 261° to cross SHEAD at or above 14000(ATC). Thence....

TAKE-OFF RUNWAY 19L: Climb heading 190° to 2681', then direct FIXIX, then on track 227° to cross ROPPR at or below 7000(ATC)/6500, then on track 210° to cross MDDOG at 9000(ATC)/8800, then on track 256° to cross TARRK at 11000(ATC), then on track 256° to cross SHEAD at or above 14000(ATC). Thence....

TAKE-OFF RUNWAY 19R: Climb heading 190° to 2681', then direct JAKER, then on track 226° to cross ROPPR at or below 7000(ATC)/6500, then on track 210° to cross MDDOG at 9000(ATC)/8800, then on track 256° to cross TARRK at 11000(ATC), then on track 256° to cross SHEAD at or above 14000(ATC). Thence....

TAKE-OFF RUNWAY 25L: Climb heading 255° to 2681', then direct PIRMD, then on track 186° to cross ROPPR at or below 7000(ATC)/6500, then on track 210° to cross MDDOG at 9000(ATC)/8800, then on track 256° to cross TARRK at 11000(ATC), then on track 256° to cross SHEAD at or above 14000(ATC). Thence....

TAKE-OFF RUNWAY 25R: Climb heading 255° to 2681', then direct RBELL, then on track 186° to cross ROPPR at or below 7000(ATC)/6500, then on track 210° to cross MDDOG at 9000(ATC)/8800, then on track 256° to cross TARRK at 11000(ATC), then on track 256° to cross SHEAD at or above 14000(ATC). Thence....

....via (Transition) maintain FL190, expect filed altitude 10 minutes after departure.

COALDALE TRANSITION (SHEAD6.OAL)
KENNO TRANSITION (SHEAD6.KENNO)

TAKE-OFF OBSTACLE NOTES

RWY 1L: Building 1508' from DER, 463' left of centerline, 71' AGL/2146' MSL. Pole 453' from DER, 283' left of centerline, 38' AGL/2118' MSL. Sign 1042' from DER, 694' left of centerline, 35' AGL/2124' MSL.
RWY 1R: Sign 1331' from DER, 448' right of centerline, 60' AGL/2120' MSL.
Vents 604' from DER, 539' right of centerline, up to 17' AGL/2095' MSL.
RWY 7L: Trees 761' from DER, left and right of centerline, up to 42' AGL/2074' MSL.
Pole 747' from DER, 442' right of centerline, 25' AGL/2057' MSL.
RWY 7R: Tower 1457' from DER, 847' right of centerline, 65' AGL/2096' MSL.
RWY 19L: Multiple buildings, trees and poles 1394' from DER, 251' right of centerline, up to 96' AGL/2284' MSL.
Sign 2181' from DER, 1062' right of centerline, 36' AGL/2236' MSL.
RWY 19R: Trees 1563' from DER, 329' left of centerline, up to 55' AGL/2236' MSL.
Multiple buildings, signs and poles 197' from DER, 59' right of centerline, up to 75' AGL/2291' MSL.
RWY 25L: Multiple poles, signs and buildings 1003' from DER, 145' left of centerline, up to 97' AGL/2291' MSL.
Trees 2837' from DER, 1008' left of centerline, 72' AGL/2230' MSL.
Railroad 2564' from DER, 773' left of centerline, 66' AGL/2223' MSL.
RWY 25R: Multiple poles and trees 533' from DER, 1' left of centerline, up to 271' AGL/2457' MSL. Building 1822' from DER, 652' left of centerline, 59' AGL/2238' MSL. Roads 669' from DER, 17' right of centerline, up to 29' AGL/2208' MSL.

SW-4, 21 OCT 2010 to 18 NOV 2010

STAAV FOUR DEPARTURE (RNAV)

(STAAV4.STAAV) 09351

LAS VEGAS/MC CARRAN INTL (LAS)

LAS VEGAS, NEVADA

STAAV FOUR DEPARTURE (RNAV)

(STAAV4.STAAV) 09351

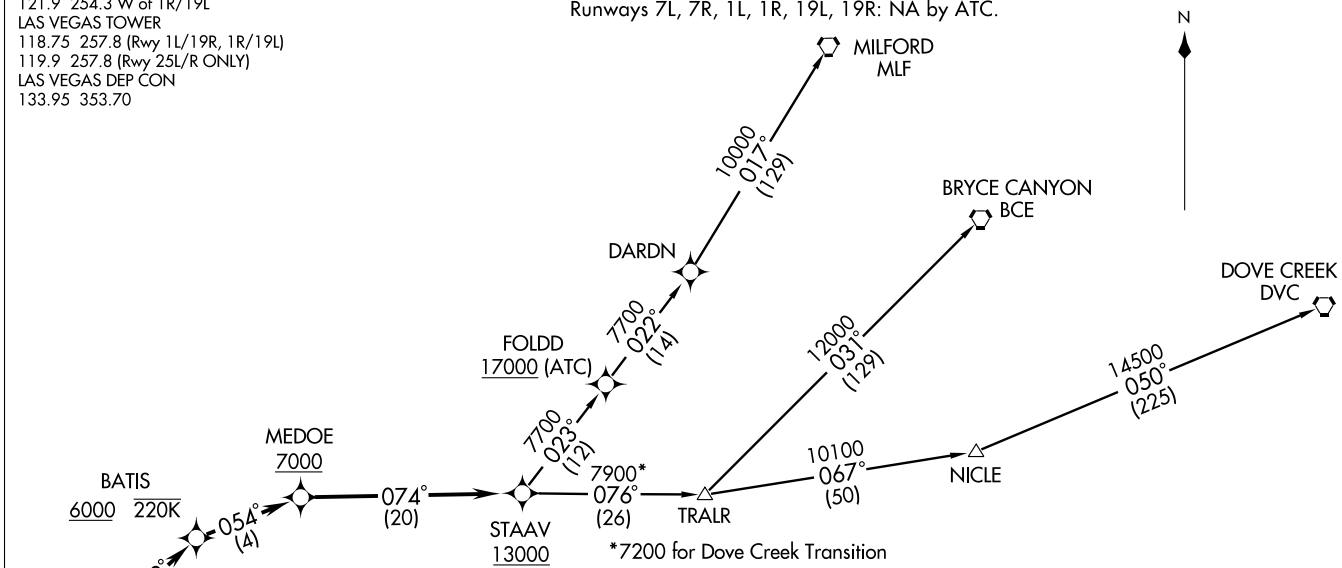
LAS VEGAS/MC CARRAN INTL (LAS)

LAS VEGAS, NEVADA

SI-662 (FAA)

ATIS 132.4
CLNC DEL
118.0 379.95
GND CON
121.1 270.8 E of 1R/19L
121.9 254.3 W of 1R/19L
LAS VEGAS TOWER
118.75 257.8 (Rwy 1L/19R, 1R/19L)
119.9 257.8 (Rwy 25L/R ONLY)
LAS VEGAS DEP CON
133.95 353.70

TAKE-OFF MINIMUMS
Runway 25L: Standard. ATC climb of 330' per NM to 13000.
Runway 25R: 300-2 or Standard with minimum climb of 313' per NM to 4500.
ATC climb of 330' per NM to 13000.
Runways 7L, 7R, 1L, 1R, 19L, 19R: NA by ATC.



*7200 for Dove Creek Transition

NOTE: DME/DME/IRU or GPS required.
NOTE: For Non-GPS equipped aircraft, LAS and BLD DME's must be operational.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Takeoff Rwy 25L, 25R, do not exceed 220K until BATIS.

(NOTES CONTINUED ON FOLLOWING PAGE)

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25R: Climb heading 255° to 2680', then direct LEELN, then via 332° track to cross TOMIS at or above 5000', then via 032° track to cross BATIS at or above 6000', then via 054° track to cross MEDOE at or above 7000', then via 074° track to cross STAAV at or above 13000, thence....

TAKE-OFF RUNWAY 25L: Climb heading 255° to 2660', then direct POOLZ, then via 333° track to cross TOMIS at or above 5000', then via 032° track to cross BATIS at or above 6000', then via 054° track to cross MEDOE at or above 7000', then via 074° track to cross STAAV at or above 13000, thence....

... via (transition) maintain FL190, expect filed altitude 10 minutes after departure.

BRYCE CANYON TRANSITION (STAAV4.BCE)
DOVE CREEK TRANSITION (STAAV4.DVC)
MILFORD TRANSITION (STAAV4.MLF)

SW-4, 21 OCT 2010 to 18 NOV 2010

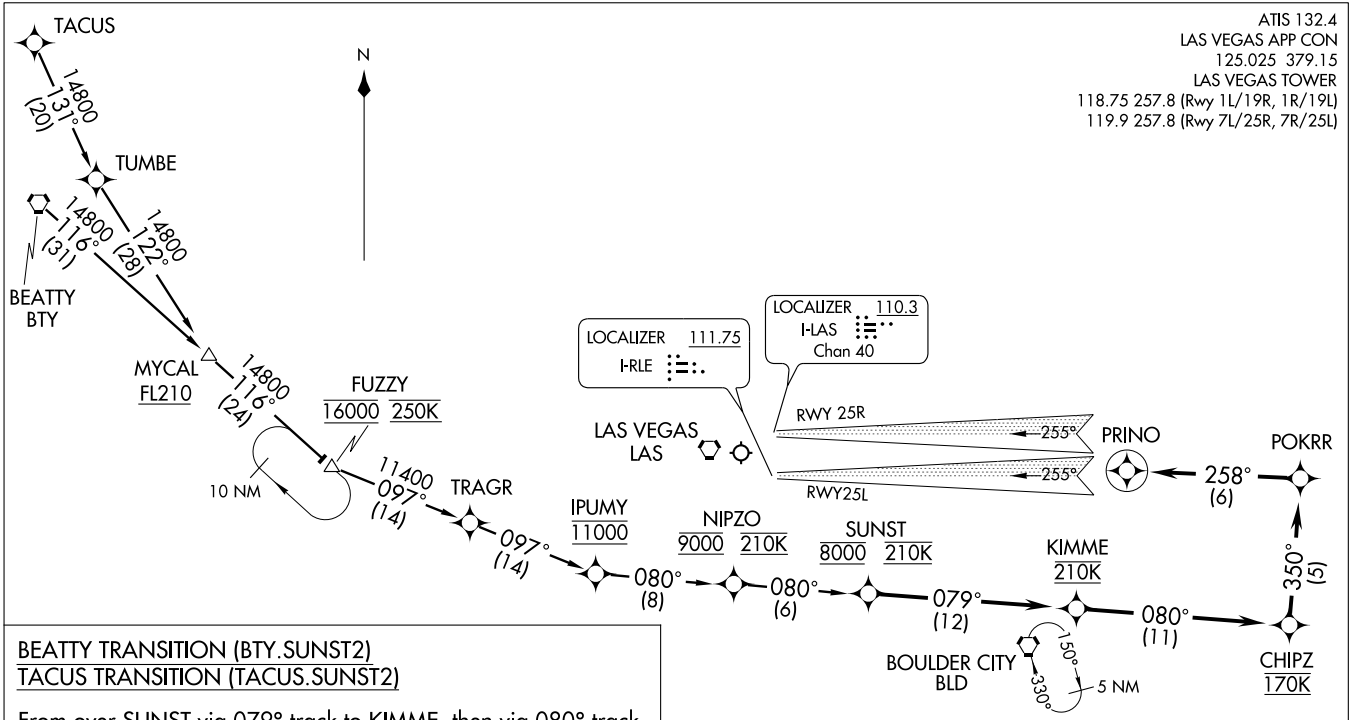
TAKE-OFF OBSTACLE NOTES

Rwy 25R: Lt. pole 3115' from DER, 1033' right of centerline, 92' AGL/2301' MSL.
Multiple Lt. poles beginning 1.6 NM from DER, 2836' left of centerline, up to 130' AGL/2469' MSL.
OL on sign 884' from DER, 710' left of centerline, 34' AGL/2233' MSL.
Multiple trees beginning 953' from DER, 522' right of centerline, up to 44' AGL/2237' MSL.
Multiple trees beginning 954' from DER, 546' left of centerline, up to 40' AGL/2245' MSL.
OL DME 533' from DER, 445' left of centerline, 18' AGL/2207' MSL.
Bldg 1822' from DER, 652' left of centerline, 59' AGL/2238' MSL.
Road 669' from DER, 477' left of centerline, 29' AGL/2208' MSL.
Rod on bldg 534' from DER, 369' left of centerline, 13' AGL/2202' MSL.
Road 678' from DER, 17' right of centerline, 15' AGL/2201' MSL.
OL on LOC 534' from DER, 1' from centerline, 6' AGL/2195' MSL.

Rwy 25L: Pole 2861' from DER, 813' left of centerline, 36' AGL/2236' MSL.
Sign 3672' from DER, 1303' left of centerline, 37' AGL/2256' MSL.
RR 2564' from DER, 773' left of centerline, 17' AGL/2223' MSL.
Tree 2838' from DER, 1008' left of centerline, 21' AGL/2230' MSL.
Ant. on bldg 1003' from DER, 251' left of centerline, 13' AGL/2183' MSL.
Pole 3677' from DER, 145' left of centerline, 40' AGL/2249' MSL.
Bldg 4719' from DER, 1757' left of centerline, 61' AGL/2290' MSL.
Bldg 4953' from DER, 1697' left of centerline, 61' AGL/2291' MSL.
Bldg 4612' from DER, 1400' left of centerline, 54' AGL/2281' MSL.

SUNST TWO ARRIVAL (RNAV)

(SUNST.SUNST2) 09351



BEATTY TRANSITION (BTY.SUNST2)
TACUS TRANSITION (TACUS.SUNST2)

From over SUNST via 079° track to KIMME, then via 080° track to CHIPZ, then left turn via 350° track to POKRR, then left turn via 258° track to PRINO. Expect radar vectors to final approach course.

LOST COMMUNICATIONS

At PRINO execute Rwy 25L ILS approach, if unable proceed direct to LAS VORTAC, then direct BLD VORTAC and hold, maintain 8000'.

NOTE: RADAR required.

NOTE: All runways expect radar vectors to final approach.

NOTE: DME/DME/IRU, or GPS required.

NOTE: RNAV 1

NOTE: Chart not to scale.

ST-662 (FAA)

LAS VEGAS, NEVADA
MC CARRAN INTL

SUNST TWO ARRIVAL (RNAV)
(SUNST.SUNST2) 09351

LAS VEGAS, NEVADA
MC CARRAN INTL

TRALR THREE DEPARTURE (RNAV)

(TRALR3.TRALR) 10210

LAS VEGAS / MC CARRAN INTL (LAS)

LAS VEGAS, NEVADA

ATIS 132.4
CLNC DEL
118.0 379.95
GND CON
121.1 270.8 E of 1R/19L
121.9 254.3 W of 1R/19L
LAS VEGAS TOWER
118.75 257.8
(Rwy 1L/19R, 1R/19L)
119.9 257.8
(Rwy 7L/25R, 7R/25L)
LAS VEGAS DEP CON
125.9 307.25 (Rwy 19R/L, 25R/L)
133.95 353.7 (Rwy 1R/L, 7R/L)

TAKE-OFF MINIMUMS
Rwy 1L/R: Standard with minimum climb of 321′ per NM to 5100, ATC climb of 483′ per NM to 13000.
Rwys 7L/R: Standard with minimum climb of 310′ per NM to 7000.
Rwys 19L/R: Standard with minimum climb of 400′ per NM to 14000.
Rwys 25L/R: Standard with minimum climb of 350′ per NM to 14000.

N

ROPPR
7000 (ATC)
5900

JAKER

PIRMD

RBELL

FIXIX

CEASR
8000 (ATC)

FORGE

WILLW
14000 (ATC)

NAPSE

TINNK

RIOOS
13000 (ATC)

WASTE

JESJI

BAKRR
7000 (ATC)
4600

TRALR

NICLE

MILFORD
MLF

BRYCE CANYON
BCE

DOVE CREEK
DVC

2681

(7) 186°

(5) 226°

227° (6)

148° (7)

076° (9)

046° (111)

049° (34)

063° (35)

067° (50)

074° (6)

075°

190°

255°

010°

068°

058° (6)

074° (2)

074° (20)

009° (143)

031° (129)

050° (225)

13000

FL200
*11000

15000
*10000

17000
*10900

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR REQUIRED

NOTE: For non-GPS equipped aircraft departing Rwys 7L/R: LAS, BLD, MMM, MLF, and BCE DMEs must be operational for the BRYCE CANYON TRANSITION.

NOTE: For non-GPS equipped aircraft departing Rwys 1L/R, 19L/R, 25L/R: BLD, MLF, and BCE DMEs must be operational for the BRYCE CANYON TRANSITION.

NOTE: For non-GPS equipped aircraft departing Rwys 7L/R, 19L/R, 25L/R: BLD, LAS, MMM, PGS, GCN, PGA, BCE, DVC, HVE, and CEZ DMEs must be operational for the DOVE CREEK TRANSITION.

NOTE: For non-GPS equipped aircraft departing Rwys 1L/R: BLD, MMM, PGS, GCN, PGA, BCE, DVC, HVE, and CEZ DMEs must be operational for the DOVE CREEK TRANSITION.

NOTE: For non-GPS equipped aircraft departing Rwys 7L/R, 19L/R, 25L/R: BLD, LAS, MMM, ILC, CDC, and MLF DMEs must be operational for the MILFORD TRANSITION.

NOTE: For non-GPS equipped aircraft departing Rwys 1L/R: BLD, MMM, ILC, CDC, and MLF DMEs must be operational for the MILFORD TRANSITION.

(NARRATIVE ON FOLLOWING PAGE) (NOTES CONTINUED ON FOLLOWING PAGE) NOTE: Chart not to scale.

(TRALR3.TRALR) 10210

TRALR THREE DEPARTURE (RNAV)

SL-662 (FAA)

LAS VEGAS / MC CARRAN INTL (LAS)

LAS VEGAS, NEVADA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1L/R: Climb heading 010° to intercept course 068° to NAPSE, then on track 058° to TINNK, then on track 074° to cross RIOOS at or above 13000(ATC), then on track 074° to TRALR, thence....

TAKE-OFF RUNWAY 7L: Climb heading 075° to 2681', then direct WASTE, then on track 075° to cross BAKRR at or below 7000(ATC)/4600, then on track 063° to TRALR, thence....

TAKE-OFF RUNWAY 7R: Climb heading 075° to 2681', then direct JESJI, then on track 074° to cross BAKRR at or below 7000(ATC)/4600, then on track 063° to TRALR, thence....

TAKE-OFF RUNWAY 19L: Climb heading 190° to 2681', then direct FIXIX, then on track 227° to cross ROPPR at or below 7000(ATC)/5900, then on track 148° to cross CEASR at or above 8000(ATC), then on track 076° to FORGE, then on track 046° to cross WILLW at or above 14000(ATC), then on track 049° to TRALR, thence....

TAKE-OFF RUNWAY 19R: Climb heading 190° to 2681', then direct JAKER, then on track 226° to cross ROPPR at or below 7000(ATC)/5900, then on track 148° to cross CEASR at or above 8000(ATC), then on track 076° to FORGE, then on track 046° to cross WILLW at or above 14000(ATC), then on track 049° to TRALR, thence....

TAKE-OFF RUNWAY 25L: Climb heading 255° to 2681', then direct PIRMD, then on track 186° to cross ROPPR at or below 7000(ATC)/5900, then on track 148° to cross CEASR at or above 8000(ATC), then on track 076° to FORGE, then on track 046° to cross WILLW at or above 14000(ATC), then on track 049° to TRALR, thence....

TAKE-OFF RUNWAY 25R: Climb heading 255° to 2681', then direct RBELL, then on track 186° to cross ROPPR at or below 7000(ATC)/5900, then on track 148° to cross CEASR at or above 8000(ATC), then on track 076° to FORGE, then on track 046° to cross WILLW at or above 14000(ATC), then on track 049° to TRALR, thence....

....via (Transition) maintain FL190, expect filed altitude 10 minutes after departure.

BRYCE CANYON TRANSITION (TRALR3.BCE)
DOVE CREEK TRANSITION (TRALR3.DVC)
MILFORD TRANSITION (TRALR3.MLF)

TAKE-OFF OBSTACLE NOTES

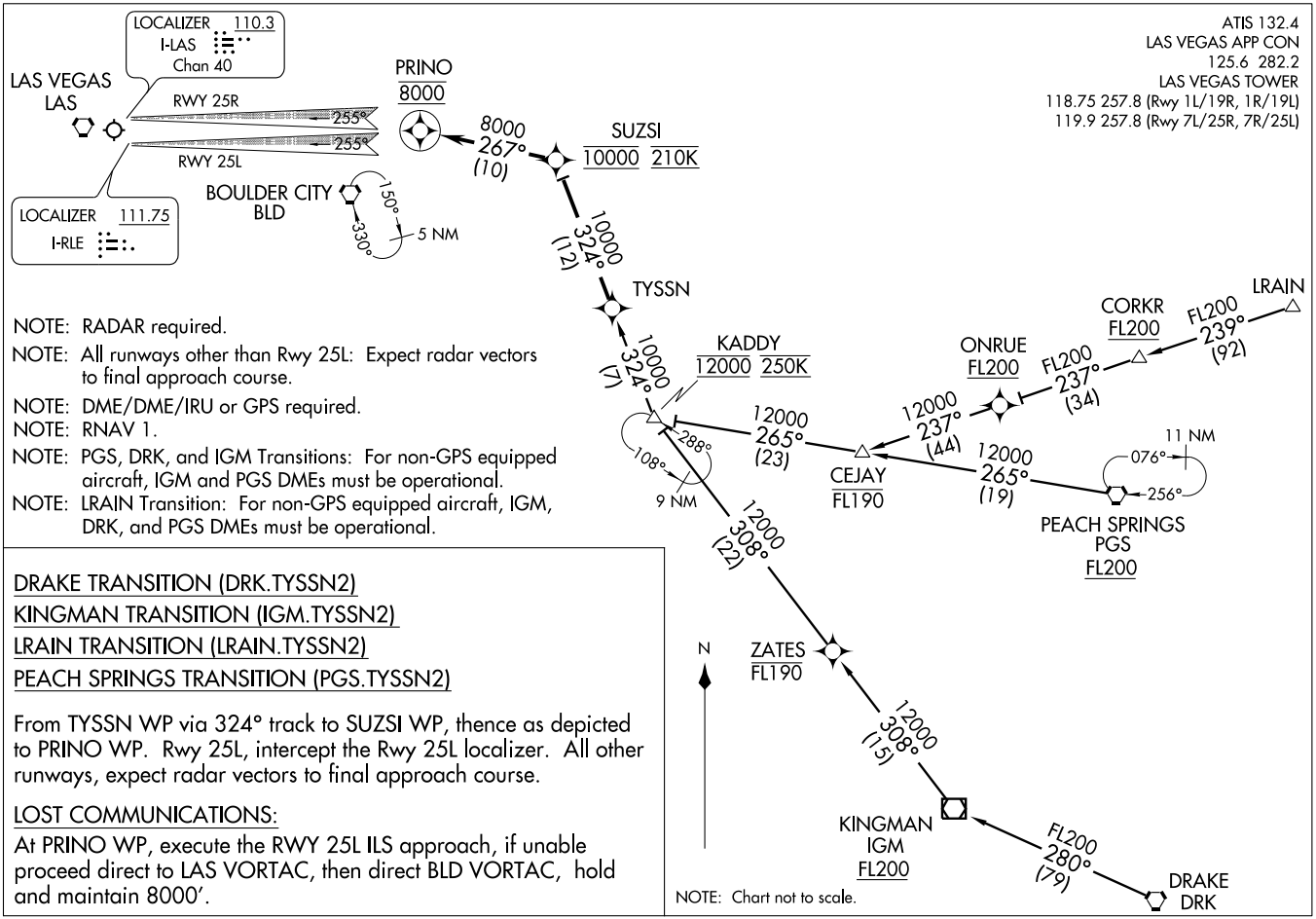
RWY 1L: Building 1508' from DER, 463' left of centerline, 71' AGL/2146' MSL. Pole 453' from DER, 283' left of centerline, 38' AGL/2118' MSL. Sign 1042' from DER, 694' left of centerline, 35' AGL/2124' MSL.
RWY 1R: Sign 1331' from DER, 448' right of centerline, 60' AGL/2120' MSL.
Vents 604' from DER, 539' right of centerline, up to 17' AGL/2095' MSL.
RWY 7L: Trees 761' from DER, left and right of centerline, up to 42' AGL/2074' MSL.
Pole 747' from DER, 442' right of centerline, 25' AGL/2057' MSL.
RWY 7R: Tower 1457' from DER, 847' right of centerline, 65' AGL/2096' MSL.
RWY 19L: Multiple buildings, trees and poles 1394' from DER, 251' right of centerline, up to 96' AGL/2284' MSL.
Sign 2181' from DER, 1062' right of centerline, 36' AGL/2236' MSL.
RWY 19R: Trees 1563' from DER, 329' left of centerline, up to 55' AGL/2236' MSL.
Multiple buildings, signs and poles 197' from DER, 59' right of centerline, up to 75' AGL/2291' MSL.
RWY 25L: Multiple poles, signs and buildings 1003' from DER, 145' left of centerline, up to 97' AGL/2291' MSL.
Trees 2837' from DER, 1008' left of centerline, 72' AGL/2230' MSL.
Railroad 2564' from DER, 773' left of centerline, 66' AGL/2223' MSL.
RWY 25R: Multiple poles and trees 533' from DER, 1' left of centerline, up to 271' AGL/2457' MSL. Building 1822' from DER, 652' left of centerline, 59' AGL/2238' MSL. Roads 669' from DER, 17' right of centerline, up to 29' AGL/2208' MSL.

SW-4, 21 OCT 2010 to 18 NOV 2010

TYSSN TWO ARRIVAL (RNAV)

(TYSSN.TYSSN2) 09351

LAS VEGAS, NEVADA
MC CARRAN INTL



NOTE: RADAR required.

NOTE: All runways other than Rwy 25L: Expect radar vectors to final approach course.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: PGS, DRK, and IGM Transitions: For non-GPS equipped aircraft, IGM and PGS DMEs must be operational.

NOTE: LRAIN Transition: For non-GPS equipped aircraft, IGM, DRK, and PGS DMEs must be operational.

DRAKE TRANSITION (DRK.TYSSN2)

KINGMAN TRANSITION (IGM.TYSSN2)

LRAIN TRANSITION (LRAIN.TYSSN2)

PEACH SPRINGS TRANSITION (PGS.TYSSN2)

From TYSSN WP via 324° track to SUZSI WP, thence as depicted to PRINO WP. Rwy 25L, intercept the Rwy 25L localizer. All other runways, expect radar vectors to final approach course.

LOST COMMUNICATIONS:

At PRINO WP, execute the RWY 25L ILS approach, if unable proceed direct to LAS VORTAC, then direct BLD VORTAC, hold and maintain 8000'.

NOTE: Chart not to scale.

(TYSSN.TYSSN2) 09351

TYSSN TWO ARRIVAL (RNAV)

ST-662 (FAA)

MC CARRAN INTL
LAS VEGAS, NEVADA

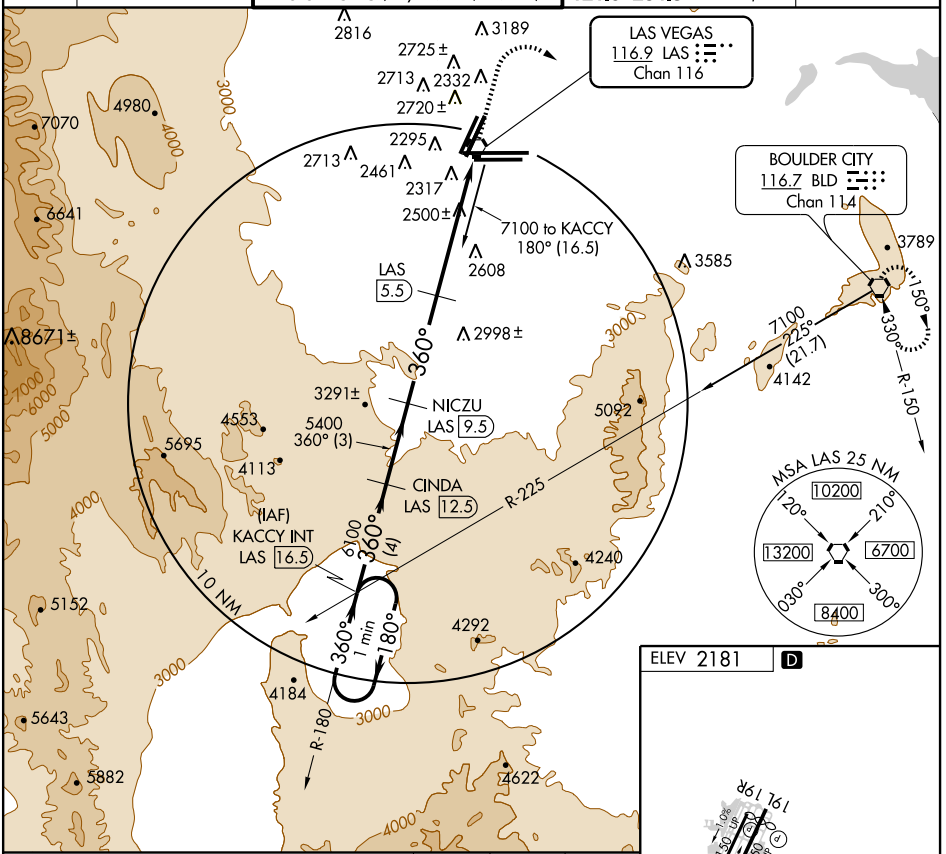
VORTAC LAS 116.9 Chan 116	APP CRS 360°	Rwy Idg N/A TDZE N/A Apt Elev 2181

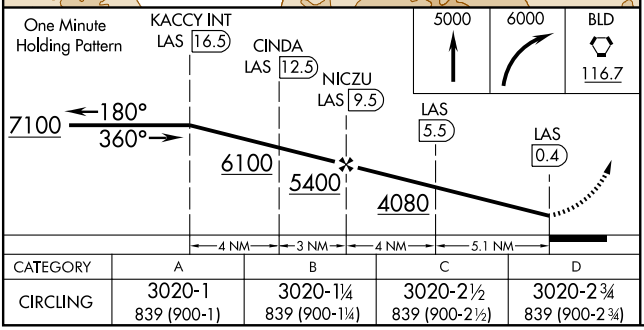
VOR/DME-A

LAS VEGAS/MC CARRAN INTL (LAS)

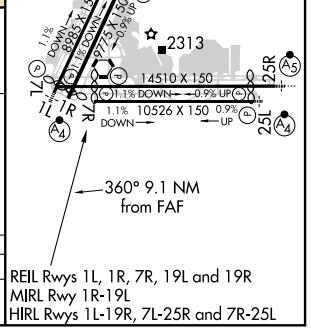
MISSED APPROACH: Climb to 5000 then climbing right turn to 6000 direct BLD VORTAC and hold.

ATIS	LAS VEGAS APP CON	LAS VEGAS TOWER	GND CON	CLNC DEL
132.4	125.025 379.15	118.75 257.8 (Rwy 1L/19R, 1R/19L) 119.9 257.8 (Rwy 7L/25R, 7R/25L)	121.1 270.8 E of 1R/19L 121.9 254.3 W of 1R/19L	118.0 379.95





CATEGORY	A	B	C	D
CIRCLING	3020-1 839 (900-1)	3020-1¼ 839 (900-1¼)	3020-2½ 839 (900-2½)	3020-2¾ 839 (900-2¾)



REIL Rwys 1L, 1R, 7R, 19L and 19R
MIRL Rwys 1R-19L
HIRL Rwys 1L-19R, 7L-25R and 7R-25L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VORTAC LAS	APP CRS	Rwy 25L Idg	10526	Rwy 25R Idg	12755
116.9	262°	TDZE	2069	TDZE	2067
Chan 116		Apt Elev	2181	Apt Elev	2181

VOR RWY 25L/R

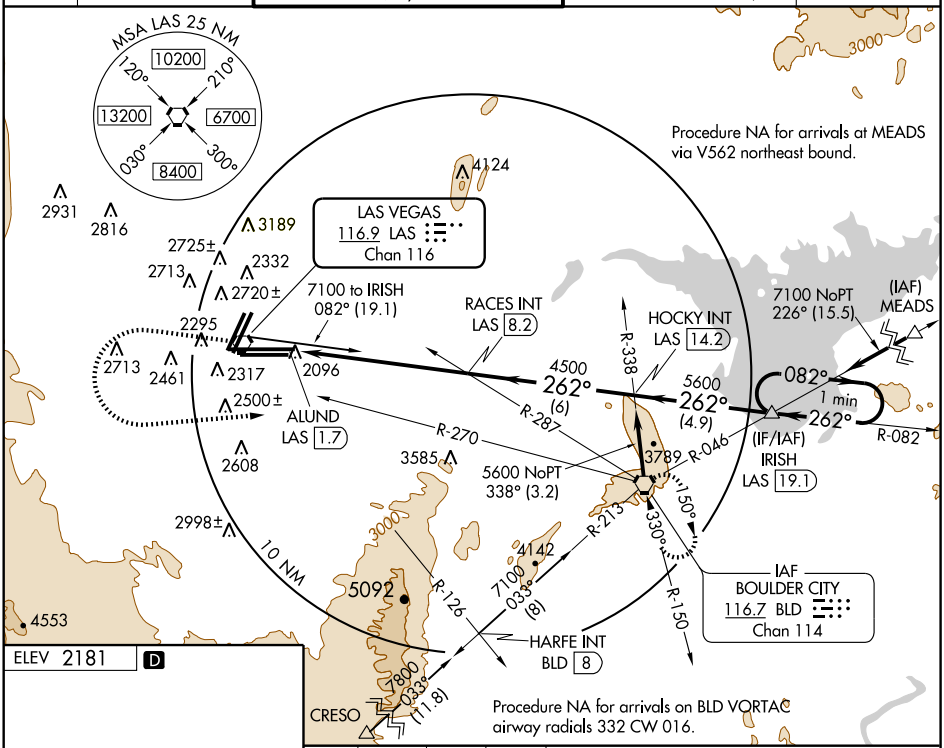
LAS VEGAS/MC CARRAN INTL (LAS)

T Inoperative table does not apply to MALSR Rwy 25R.
A Inoperative table does not apply to MALSF Rwy 25L
Cat. C.

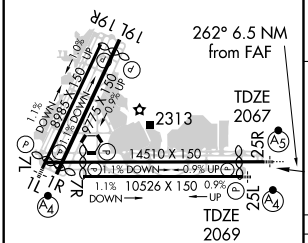
MALSF Rwy 25L (A4) MALSR Rwy 25R (A5)

MISSED APPROACH: Climb to 4000 then climbing left turn to 6000 via heading 070° and BLD R-270 to BLD VORTAC and hold.

ATIS	LAS VEGAS APP CON	LAS VEGAS TOWER	GND CON	CLNC DEL
132.4	125.025 379.15	118.75 257.8 (Rwy 1L/19R, 1R/19L) 119.9 257.8 (Rwy 7L/25R, 7R/25L)	121.1 270.8 E of 1R/19L 121.9 254.3 W of 1R/19L	118.0 379.95

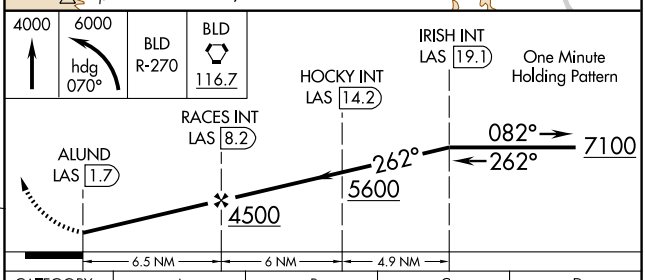


ELEV 2181 D



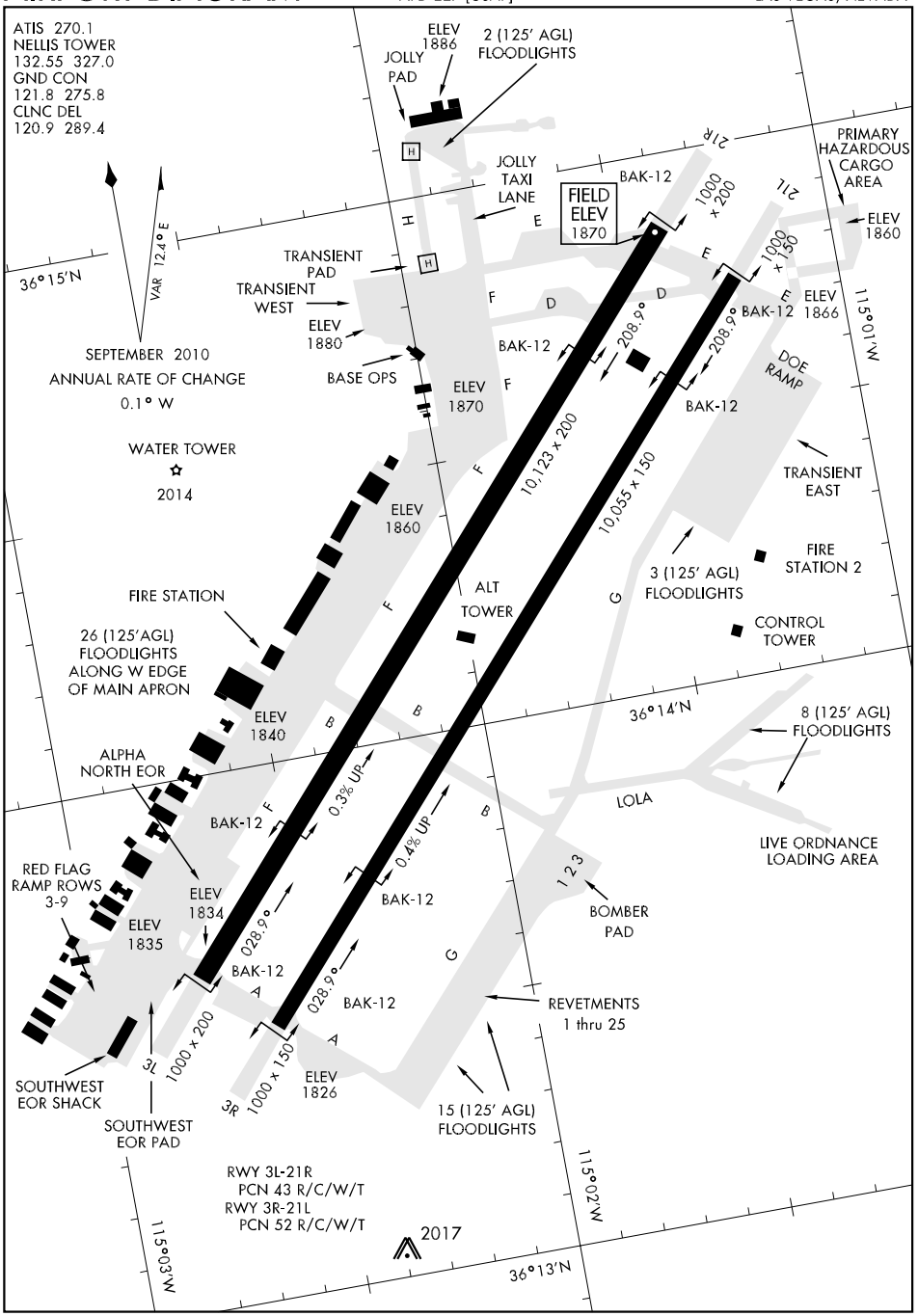
REIL Rwys 1L, 1R, 7R, 19L and 19R
MIRL Rwy 1R-19L
HIRL Rwys 1L-19R, 7L-25R and 7R-25L

FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10



CATEGORY	A	B	C	D
S-25R	2720-1 653 (600-1)		2720-1¾ 653 (600-1¾)	2720-2 653 (600-2)
S-25L	2720-¾ 651 (600-¾)		2720-1¾ 651 (600-1¾)	2720-2 651 (600-2)
CIRCLING	3020-1 839 (900-1)	3020-1¼ 839 (900-1¼)	3020-2½ 839 (900-2½)	3040-2¾ 859 (900-2¾)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010



SW-4, 21 OCT 2010 to 18 NOV 2010

NELLIS AFB (LSV)(KLSV) AF 7 NE UTC−8(−7DT) N36°14.17′ W115°02.06′ **LAS VEGAS**
1870 B TPA—See Remarks NOTAM FILE LSV Not Insp. **H–4I, L–7E**
RWY 03L–21R: H10123X200 (CONC) **DIAP, AD**
PCN 43 R/C/W/T HIRL
RWY 03L: PAPI—GA 3.0°. **RWY 21R:** PAPI—GA 3.0°. Rgt tfc. 0.3% down.
RWY 03R–21L: H10055X150 (CONC) PCN 52 R/C/W/T HIRL
RWY 03R: ALSF1. PAPI—GA 3.0°. **RWY 21L:** ALSF1. PAPI—GA 3.0°. Rgt tfc. 0.4% down.
ARRESTING GEAR/SYSTEM
RWY 03L HOOK BAK–12B(B) (40′ OVRN) HOOK BAK–12B(B) (1210′)
HOOK BAK–12B(B) (1452′) HOOK BAK–12B(B) (42′ OVRN) **RWY 21R**
RWY 03R HOOK BAK–12(B) (37′ OVRN) HOOK BAK–12B(B) (1225′)
HOOK BAK–12B(B) (1199′) HOOK BAK–12B(B) (46′ OVRN) **RWY 21L**
MILITARY SERVICE: LGT All rwy thld lgts gated. Rwy 21L PAPI Rwy Reference Point and ILS Rwy Point of Intercept not coincidental. All sequence flashing lgts on Rwy 21L. 1.5′ to right of extended centerline. **A–GEAR** All BAK–12B extended and in raised position, rqr 15 minute prior notice for removal. **JASU** No starter unit or starting capability for F4B, F4J acft. No starter probe for USN acft. 2(MA–1A) **FUEL** J8. Fuel will not be ordered until acft is parked. **FLUID** W. Expect 2–3 hr delay. SP PRESAIR LHOX LOX **OIL** O–123–128–132–133–148–156 SOAP **TRAN ALERT** Opr 1430–0630Z‡, no quick turn Fri–Sun. No military fleet svc avbl, limited transient svc avbl. No transient acft can arr/dep prior to 1430Z‡ and must arr/dep no later than 0600Z‡. Fleet svc is avbl from Signature Flight Support C702–261–3583/3529, 48 hr prior notice rqr. Progressive taxi avbl.
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** PPR all except Distinguished Visitor code 7 or abv and emergency AIREVAC, PPR issued 1430–0630Z‡. Remain overnight req good for one night only. Acft must adhere to PPR arr block +/− 30 minutes of scheduled ldg. Extensive Large Force Exercise (LFE) activity. PPR arr not authorized during Red Flag (RF) or LFE launch/recovery period, check NOTAM for date/time. No PPR arr during night RF/LFE opr. Multi apch not authorized during RF/LFE or after official SS unless approved by 57 WG SOF.PPR's may be obtained up to 7 days prior to planned arr. Req for additional acft from a base that has met the maximum allowed (4) will be considered 3 days prior to scheduled arr, support and space permission. During RF/LFE periods, PPR's may be req up to 7 days prior to arr but issued no earlier than 24 hrs prior to planned arr. All inbound passenger/cargo and Distinguished Visitor acft must ctc Command Post (Raymond 22) on 381.300, no later than 30 min prior to ldg. PPR for transient fighter/Distinguished Visitor acft ctc AM OPS DSN 682–4600/01, C702–652–4600. PPR for exercise, deployment, C130 and larger acft ctc Nellis Support Center DSN 682–5250/5231 Mon–Fri 1430–0030Z‡. Sun and holiday tfc expect arr from N, dep N winds permitting with tfc pattern towards E (Sunrise Mt). Acft with VIP 7 or higher ctc PTD when 100 NM out. Opr rstd during Bird Watch Condition Moderate (tkf or ldg permission only when dep and arr avoid identified bird activity, no local IFR/VFR tfc pattern activity) and Severe (tkf and ldg prohibited without OG/CC or designated official approval). Hot Cargo Pad unlit and rstd to daylight/VFR ops. **CAUTION** Parachute Jumping. Steeply rising terrain S and E of centerline rwy 03R–21L. Rwy 03L–21R has high potential for hydroplaning. 200′ cranes N of dep end Rwy 03L. Acft taxiing on Twy D between Twy F and Rwy 21R use caution, 4′8″ high distance remaining marker located 125′ N Twy D centerline. Twy H, Jolly taxilane and Lola's unlgtd. **TFC PAT** TPA—Rectangular 3000(1130), overhead 3500(1630). Acft dep will not climb above 3000′ until past the dep end of rwy. **NS ABTMT** ACC quiet hr policy in effect 0630–1400Z‡. **MISC** First 1320′ Rwy 21R and first 920′ Rwy 03L grooved concrete. Mid 7879′ Rwy 03L–21R center 80′ concrete, balance asphalt. Acft dep on radar vectors must maintain 300′ per NM minimum climb. E side 9000′–1000′ distance remaining markers Rwy 21L not avbl. Transient acft shall communicate with Nellis ATC facility on UHF to the maximum extent possible due to heavy concentration of acft in the VFR pattern. Reduced Same Runway Separation will be applied to base assign/deployed acft in accordance with NAFBI 11–250, see (https://wwwmil.nellis.af.mil/units/99cs/scs/) see NAFBI 11–250.pdf. Wx opr 0700Z‡ Mon thru 2300Z‡ Fri, clsd weekends and holidays. Wx obsn view of Rwy 03R and 03L apch end rstd by flight facility; obsn view rstd fr 190°–330° by flightline facility and buildings; night obsn ltd due to high ints ramp lgt. Wx brief for tran aircrews byd normal opr hr avbl via 25 Operational Wx Squadron at Davis Monthan AFB DSN: 228–6598/6599, C(520)228–6598/6599. Bldgs (and floodlights at night) block the wx forcaster's view of the AER 03. No classified material storage available at AM ops. All classified must be stored in the Nellis AFB command post. For CSTMS and AG, ctc Nellis Support Center for C–130 and larger framed acft at DSN 682–5250 or ctc Base Ops for all other acft at DSN 682–4600 24 hrs prior to arrival.
COMMUNICATIONS: SFA **ATIS** 270.1 **PTD** 139.3 372.2 (Unreliable 085°–155° byd 35 NM at FL200, 315°–005° byd 40 NM at FL200, 230°–290° byd 55 NM at FL200.)
Ⓡ **APP CON** 118.125 124.95 273.55 291.725
TOWER 132.55 327.0 **GND CON** 121.8 275.8
Ⓡ **DEP CON** 135.1 385.4 **CLNC DEL** 120.9 289.4
ACC COMD POST (RAYMOND 22) 320.0 381.3 (381.3 Have quick timing avbl.) **ALCE AMC** 257.35 259.95 (Opr only during Red Flag deployment/change over/redeployment and other exercises.) **PMSV METRO** 323.9 (Full service avbl during wx station opr hrs otherwise not avbl. PMSV unreliable 085°–155° byd 35 NM at or below FL200, 315°–005° byd 40 NM at or below FL200, 230°–290° byd 55 NM at or below FL200.) **SOF** (BULLSEYE SOF) 305.6

CONTINUED ON NEXT PAGE

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RADIO AIDS TO NAVIGATION: NOTAM FILE LAS.

LAS VEGAS (H) VORTACW 116.9 LAS Chan 116 N36°04.78′ W115°09.59′ 018° 11.2 NM to fld. 2141/15E. No NOTAM MP Sat 1600–1800Z‡.

(L) TACAN Chan 12 LSV (135.5) N36°14.68′ W115°01.50′ at fld. 1864/15E. NOTAM FILE RNO. No NOTAM MP Wed 0900–1100Z‡.

TACAN unusable:

360°–020° byd 20 NM blo 8,000′
360°–020° byd 26 NM blo 12,000′
020°–035° byd 30 NM blo 8,000′
035°–080° byd 20 NM
080°–155° byd 5 NM blo 10,000′
080°–155° byd 15 NM
285°–350° byd 20 NM blo 11,000′
285°–350° byd 26 NM blo 15,000′
285°–350° byd 33 NM
350°–360° byd 20 NM blo 9,000′
350°–360° byd 26 NM blo 15,000′

ILS/DME 109.1 I–DIQ Chan 12 Rwy 21L. No NOTAM MP: ILS Tue and Thu 0900–1100Z‡. ILS 21L DME from LSV TACAN.

NORTH FORK

STEVENS–CROSBY (Ø8U) 3 NW UTC−8(−7DT) N41°30.95′ W115°51.60′ **SALT LAKE CITY**

6397 NOTAM FILE RNO

RWY 01–19: 3600X50 (DIRT)

RWY 19: Fence.

AIRPORT REMARKS: Unattended. Rwy 01–19 has 6 to 8″ ruts north 1500′ of rwy. First 500′ of Rwy 01 rough, uneven and rutted. Rwy 01 terrain drops off 100′ end of rwy. Rwy 01–19 has uncontrolled vehicle and livestock access.

COMMUNICATIONS: CTAF 122.9

NORTH LAS VEGAS (See LAS VEGAS)

OVERTON

ECHO BAY (ØL9) 14 S UTC−8(−7DT) N36°18.67′ W114°27.83′ **LAS VEGAS L–7E**

1535 NOTAM FILE RNO

RWY 06–24: H3400X50 (ASPH) S–12.5

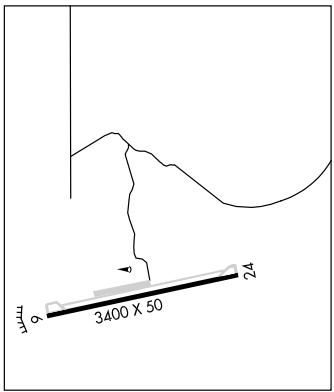
RWY 06: Fence. **RWY 24:** Fence. Rgt tfc.

AIRPORT REMARKS: Attended on call. Monitor unicom 122.8 for taxi svc to resort area.Livestock on and in vicinity of arpt. Parallel twy rough and infrequently used.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.

BOULDER CITY (H) VORTACW 116.7 BLD Chan 114 N35°59.75′ W114°51.82′ 031° 27.3 NM to fld. 3650/15E. **HIWAS.**



DREAM TWO DEPARTURE (DREAM 2 • DREAM)

NELLIS AFB (KLSV)
LAS VEGAS, NEVADA

ATIS 270.1
CLNC DEL
120.9 289.4
GND CON
121.8 275.8
NELLIS TOWER
132.55 327.0
NELLIS DEP CON
135.1 385.4

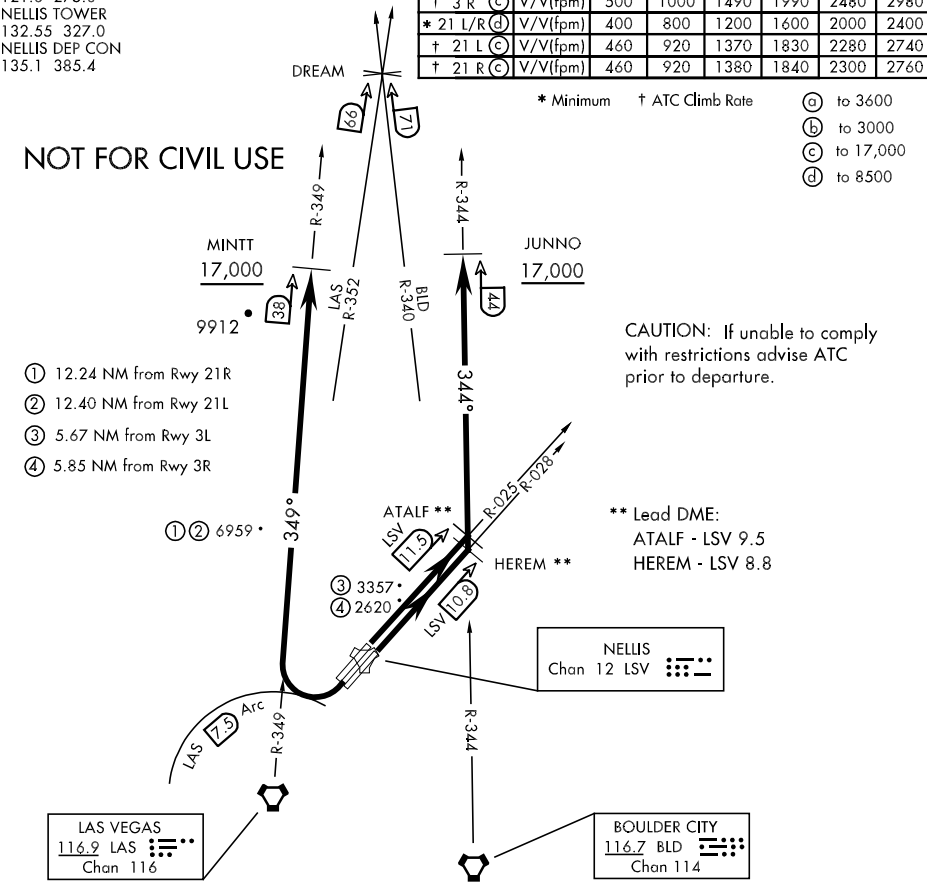
SHL-227 [USAF]

Rwy	Knots	60	120	180	240	300	360
* 3 L (a)	V/V(fpm)	300	600	900	1200	1500	1800
* 3 R (b)	V/V(fpm)	240	480	720	960	1200	1400
† 3 L (c)	V/V(fpm)	500	1000	1500	2000	2490	2990
† 3 R (c)	V/V(fpm)	500	1000	1490	1990	2480	2980
* 21 L/R (d)	V/V(fpm)	400	800	1200	1600	2000	2400
† 21 L (c)	V/V(fpm)	460	920	1370	1830	2280	2740
† 21 R (c)	V/V(fpm)	460	920	1380	1840	2300	2760

* Minimum † ATC Climb Rate

(a) to 3600
(b) to 3000
(c) to 17,000
(d) to 8500

NOT FOR CIVIL USE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L: Fly runway heading to intercept the LSV TACAN R-025 then direct ATALF, intercept the BLD VORTAC R-344 then direct JUNNO, cross JUNNO at or above 17,000, then via assigned route.

TAKE-OFF RWY 3R: Fly runway heading to intercept the LSV TACAN R-028 then direct HEREM, intercept the BLD VORTAC R-344 then direct JUNNO, cross JUNNO at or above 17,000. Then via assigned route.

TAKE-OFF RWY 21L/R: Turn right to intercept LAS VORTAC R-349 outbound. Remain North of LAS 7.5 DME turning Northbound. Intercept LAS R-349 between 5000 and 6000, do not proceed West of LAS R-349. Cross MINTT at above 17,000, then via assigned route.

NOISE ABATEMENT PROCEDURES: Fly IAW Nellis Noise Abatement instructions published in AP/1.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

FYTTR ONE DEPARTURE (FYTTR1 • FYTTR)

SHL-227 [USAF]

LAS VEGAS, NEVADA

ATIS
270.1
CLNC DEL
120.9 289.4
GND CON
121.8 275.8
NELLIS TOWER
132.55 327.0
NELLIS CONTROL
119.35 254.4
NELLIS DEP CON
135.1 385.4

Rwy	Knots	60	120	180	240	300	360
3 L/R ⓐ	V/V(fpm)	400	800	1200	1600	2000	2400
21L/R ⓑ	V/V(fpm)	390	780	1170	1560	1950	2340

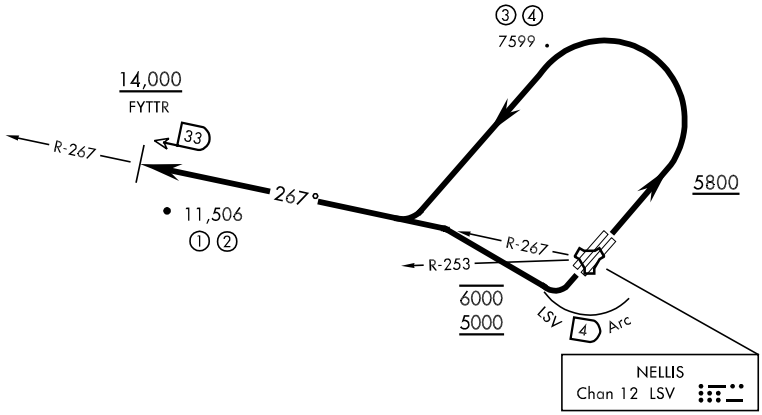
Minimum Climb Rate

ⓐ to 9600
ⓑ to 13,500

RADAR REQUIRED FOR RWY 3L/R DEPARTURES

① 29.81 NM from Rwy 21L
② 29.67 NM from Rwy 21R
③ 15.43 NM from Rwy 3L
④ 15.57 NM from Rwy 3R

CAUTION: If unable to comply with restrictions advise ATC prior to departure.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L/R: Fly runway heading until reaching 5800, then climbing left turn to intercept LSV TACAN R-267 outbound. Cross FYTTR at or above 14,000 or as assigned, then via assigned route.

TAKE-OFF RWY 21L/R: Turn right to intercept LSV TACAN R-267 outbound, remain within LSV 4 DME until joining LSV R-267, cross LSV R-253 between 5000 and 6000. Cross FYTTR at or above 14,000 or as assigned, then via assigned route.

NOISE ABATEMENT PROCEDURES: Fly IAW Nellis Noise Abatement instructions published in AP/1.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LOC I-DIQ	APCH CRS	Rwy ldg 10,055 / TDZE 1866 / Arpt Elev 1870
109.1	207°	

JAL-227 [USAF] NELLIS AFB (KLSV)

▼ * When ALS inop, increase CAT CDE RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.
*** Circling not authorized E of Rwy 3R-21L.

ALSF-1

† MISSED APPROACH: Climb to 15,000, heading 209° to 2.5 DME (ROCKX), then climbing right turn heading 020° to join LSV TACAN R-355 to ARCOE and hold, continue climb-in-hold to 15,000.

ATIS	NELLIS APP CON	NELLIS TOWER	GND CON	CLNC DEL
270.1	124.95 273.55	132.55 327.0	121.8 275.8	120.9 289.4

Knots	60	120	180	240	300	360
V/V(fpm) †	470	940	1410	1880	2350	2820

† CAUTION: Missed Approach Minimum climb rate to 13,200 Controlling obstacle 7599'

NOT FOR CIVIL USE

RADAR OR DME REQUIRED

MISSED APPROACH requires ATC Radar monitoring.

8599 15,000 (IAF) ARCOE LSV 30

9920 15,000 RONKY LSV 25

7320 TROPP LSV 21

9720

6999

11,918

3000

8000

20 NM

R-355 175° 355° LSV 39

Max holding alt FL190
Minimum navaid reception at ARCOE 15,000 MSL.

12,500 OLNIE LSV 21

5599

R-360

LR-021 R-027

LSV 21 Arc

SHEET LSV 13.2

KRYSS LSV 21

207° 027° 207° 3639

ROTSE LSV /RADAR 7.2

4754

LOCALIZER 109.1 I-DIQ

2322 2246

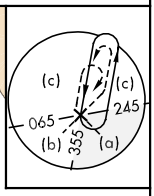
JELIR LSV 4.1 2705

ROCKX LSV 2.5 3189 4099

NELLIS Chan 12 LSV

MSA LSV 25 NM
190° 100° 360°
11,100
13,000
6700

EMERG SAFE ALT 100 NM 14,000



15,000 hdg 209° ROCKX LSV 2.5 ARCOE LSV 30

The difference between the VGSI TCH (54 ft) and the procedure TCH (50 ft) is greater than 3 ft.

†† Loc Only

TACAN SESDE .6 JELIR 4.1 1.8 ROTSE 7.2 /RADAR 4200 SHEET 13.2 Intcp Lczr 207° 5000 KRYSS R-027 21 207° 8600

†† 3180 4200 GS 3.00° TCH 50

.5 3.5 NM 3.1 NM

ELEV 1870

207° from FAF

1921 1889 21R 21L 2116 1951 2014

TDZE 1866

0.3% DOWN 10,123 × 200 0.4% DOWN 10,055 × 150

3L 3R 2017

HIRL all Rwy

CATEGORY	C	D	E
S-ILS 21L *	2066/24 200 (200-½)		
S-LOC 21L **	2440/50 574 (600-1)	2440/60 574 (600-1¼)	2440-1½ 574 (600-1½)
CIRCLING ***	2680-2¼ 810 (900-2¼)	2680-2½ 810 (900-2½)	2940-3 1070 (1100-3)

SW-4, 21 OCT 2010 to 18 NOV 2010

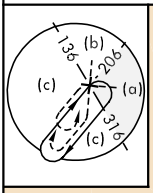
TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev		
LSV Chan 12	026°	10,055	1830	1870	JAL-227 [USAF]	NELLIS AFB (KLSV)

* When ALS inop, increase CAT CDE vis to 3 miles.
** When ALS inop, increase CAT C RVR to 60, vis to 1¼ miles, CAT D vis to 1½miles, CAT E vis to 1¾ miles.

ALSF-1

† MISSED APPROACH: Climb to 9000 on LSV TACAN R-028 to VETTT and hold, continue climb in hold to 9000.

ATIS	NELLIS APP CON	NELLIS TOWER	GND CON	CLNC DEL
270.1	124.95 273.55	132.55 327.0	121.8 275.8	120.9 289.4



*** Circling not authorized E of Rwy 3R-21L.

† CAUTION: Minimum Climb Rate to 4600'

Knots	60	120	180	240	300	360
V/V(fpm)	290	580	870	1160	1450	1740

Controlling Obstacle 4098'

VETTT LSV 31

LSV 40

208°

028°

Max holding alt 15,000

7133

6999

3000

R-028

RADAR REQUIRED

4109

2514

2946

5431

2250

11,918

NELLIS Chan 12 LSV

1879

CAUTION:
Large tower (1149') left of course at 8 DME. Numerous buildings with high intensity lighting.

ENGLA LSV 8

WEBSO LSV 5.6

HUSTS LSV 15.6

026°

(IAF) LUCIL LSV 21

MSA LSV 25 NM

190°

100°

360°

11,100

13,000

6700

Max holding 265 KIAS

Max holding alt 16,000

026°

206°

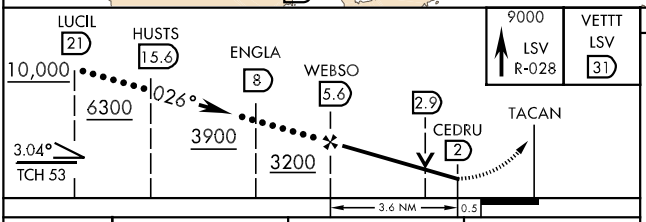
R-206

20 NM

EMERG SAFE ALT
100 NM 14,000

LSV 28

NOT FOR CIVIL USE

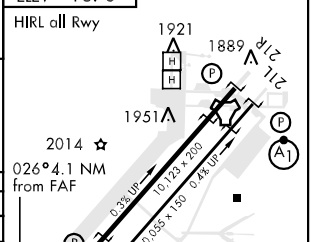


9000 LSV R-028

VETTT LSV 31

ELEV 1870

HIRL all Rwy



CATEGORY	C	D	E
S-3R*	2840-2½ 1010 (1000-2½)		
CIRCLING***	2840-3 970 (1000-3)		2940-3 1070 (1100-3)
BELOW MINIMA REQUIRES MISSED APPROACH CLIMB GRADIENT			
† S-3R**	2320/40 490 (500-¾)	2320/50 490 (500-1)	2320/60 490 (500-1¼)
†CIRCLING***	2680-2¼ 810 (900-2¼)	2680-2½ 810 (900-2½)	2940-3 1070 (1100-3)

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

HI-TACAN Y RWY 21L

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
LSV Chan 12	207°	10,055	1866	1870

JAL-227 [USAF] NELLIS AFB (KLSV)

▼ * When ALS inop, increase CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.

** Circling not authorized E of Rwy 3R-21L.

ALSF-1 (A1)

† MISSED APPROACH: Climb to 15,000, heading 209° to 2.5 DME (ROCKX), then climbing right turn heading 020° to join LSV TACAN R-355 to ARCOE and hold, continue climb in hold to 15,000..

ATIS	NELLIS APP CON	NELLIS TOWER	GND CON	CLNC DEL
270.1	124.95 273.55	132.55 327.0	121.8 275.8	120.9 289.4

NOT FOR CIVIL USE

MISSED APPROACH requires ATC Radar monitoring.

Minimum navaid reception at ARCOE 15,000 MSL

ARCOE LSV 30

Max holding 310 KIAS

LSV 39

8599 9920 7320 9720 5599 4754 2705 3639 2882 2322 2639 2246 2178 2116 4099 3189

R-355 R-018 R-027 R-280 R-333

(IAF) DUDBE LSV 17

HOKUM LSV 13

JENAR LSV 7

HULPU LSV 13

8800

6999

100° 207°

13 Arc

15,000 10,000

(LEAD DME) LSV 15

JOGEV LSV 3.5

ROCKX LSV 2.5

NELLIS Chan 12 LSV

† CAUTION: Missed Approach climb rate to 10,300

Knots	60	120	180	240	300	360
V/S(fpm)	450	900	1350	1800	2250	2700

Controlling Obstacle 7599'

EMERG SAFE ALT 100 NM 14,000

MSA LSV 2.5 NM

11,100 190° 100° 13,000 6700 360°

20 NM

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

VGSI and descent angle not coincident.

15,000 hdg 209° ROCKX LSV 2.5 ARCOE LSV 30

ELEV 1870

207° to TACAN

1921 1889 1951 2014 2017

TDZE 1866

0.3% DOWN 0.4% DOWN

10,125 × 200 10,035 × 150

3L 3R

HULPU 13

JENAR 7

TACAN

JOGEV 3.5

KITCH .7 1.9

207° 5300 4500 3180

3.54° TCH 54

.5 NM 2.8 NM 3.5 NM

CATEGORY	C	D	E
S-21L *	2480/60 614 (700-1¼)	2480-1½ 614 (700-1½)	2480-1¾ 614 (700-1¾)
CIRCLING **	2680-2¼ 810 (900-2¼)	2680-2½ 810 (900-2½)	2940-3 1070 (1100-3)

HIRL all Rwy

HI-TACAN Z RWY 21L

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
LSV Chan 12	207°	10,055	1866	1870

JAL-227 [USAF] NELLIS AFB (KLSV)

▼ * When ALS inop, increase CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
** Circling not authorized E of Rwy 3R-21L.

ALSF-1

† MISSED APPROACH: Climb to 15,000, heading 209° to 2.5 DME (ROCKX), then climbing right turn heading 020° to join LSV TACAN R-355 to ARCOE and hold, continue climb in hold to 15,000.

ATIS	NELLIS APP CON	NELLIS TOWER	GND CON	CLNC DEL
270.1	124.95 273.55	132.55 327.0	121.8 275.8	120.9 289.4

NOT FOR CIVIL USE

Minimum navaid reception at ARCOE 15,000 MSL.

MISSED APPROACH requires ATC Radar monitoring.

R-355 LSV 39

(IAF) ARCOE LSV 30 15,000

175° 355°

Max holding 310 KIAS
Max holding alt FL190

RONKY LSV 25 15,000

R-360 175°

OLNIE LSV 21 12,500

TROPP LSV 21

LSV 21 Arc

R-022 R-027

207°

KUTME LSV 21

JENAR LSV 7

NELLIS Chan 12 LSV

JOGEV LSV 3.5

ROCKX LSV 2.5

8599 9920 9720 7133 6999 4109 2946 5431 3189 2480 2100 3000 4000

† CAUTION:
Missed Approach Climb Rate to 10,300.

Knots	60	120	180	240	300	360
V/V(fpm)	450	900	1350	1800	2250	2700

Controlling Obstacle 7599'

EMERG SAFE ALT 100 NM 14,000

20 NM

(c) (c) 245 065 (b) 355 (a)

MSA LSV 25 NM
11,100 190° 100°
13,000 6700
360°

15,000 hdg 209° | ROCKX LSV 2.5 | ARCOE LSV 30

VGSI and descent angle not coincident.

KUTME R-027 21

JENAR 7 JOGEV 3.5 1.9 KITCH .7 TACAN

207° 8800 4500 3180

3.54° TCH 54

0.5 6.3 NM

ELEV 1870

207° to TACAN

1921 1889 2IR 2L TDZE 1866 1951 2014

0.3% DOWN 0.4% DOWN

10,125 × 200 10,035 × 150

3L 3R 2017

CATEGORY	C	D	E
S-21L *	2480/60 614 (700-1¼)	2480-1½ 614 (700-1½)	2480-1¾ 614 (700-1¾)
CIRCLING **	2680-2¼ 810 (900-2¼)	2680-2½ 810 (900-2½)	2940-3 1070 (1100-3)

HIRL all Rwy

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME Z RWY 21L

LOC I-DIQ	APCH CRS	Rwy ldg 10,055 / TDZE 1866 / Arpt Elev 1870
109.1	207°	

AL-227 [USAF]

NELLIS AFB (KLSV)

▼ * When ALS inop, increase CAT ABCDE RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

ALSF-1

† MISSED APPROACH: Climb to 15,000, heading 209° to 2.5 DME (ROCKX), then climbing right turn heading 020° to join LSV TACAN R-355 to ARCOE and hold, continue climb in hold to 15,000.

ATIS	NELLIS APP CON	NELLIS TOWER	GND CON	CLNC DEL
270.1	124.95 273.55	132.55 327.0	121.8 275.8	120.9 289.4

*** Circling not authorized E of Rwy 3R-21L.

NOT FOR CIVIL USE
RADAR OR
DME REQUIRED

† CAUTION: Missed Approach
Minimum climb rate to 13,200

Knots	60	120	180	240	300	360
V/V(fpm)	470	940	1410	1880	2350	2820

Controlling obstacle 7599'

Minimum navaid reception at ARCOE 15,000 MSL.

MISSED APPROACH requires ATC Radar monitoring.

Max holding alt 14,000
Max holding 265 KIAS

EMERG SAFE ALT 100 NM 14,000

The difference between the VGSI TCH (54 ft) and the procedure TCH (50 ft) is greater than 3 ft.

ELEV 1870

15,000 hdg 209°

ROCKX LSV 2.5

ARCOE LSV 30

†† Loc Only

ROTSE 7.2 /RADAR 4200

SHEET LSV 13.2 Intcp Lczr

KRYSS LSV 21 8900

JELIR LSV 4.1

TACAN

SESDE .6

1.8

††3180

4200

5000

GS 3.00°
TCH 50

0.5 — 3.5 NM — 3.1 NM

207° to TACAN

TDZE 1866

0.3% DOWN

0.4% DOWN

10,125 x 200

10,035 x 150

3L 3R

2017

HIRL all Rwy

CATEGORY	A	B	C	D	E
S-ILS 21L *	2066/24 200 (200-½)				
S-LOC 21L **	2440/24 574 (600-½)		2440/50 574 (600-1)	2440/60 574 (600-1¼)	2440-1½ 574 (600-1½)
CIRCLING ***	2480-1 610 (700-1)	2680-1¼ 810 (900-1¼)	2680-2¼ 810 (900-2¼)	2680-2½ 810 (900-2½)	2940-3 1070 (1100-3)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LOC/DME Y RWY 21L

NELLIS AFB (KLSV)

LOC I-DIQ	APCH CRS	Rwy ldg 10,055 / TDZE 1866 / Arpt Elev 1870
109.1	207°	AL-227 [USAF]

* When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

** Circling not authorized E of Rwy 3R-21L.

ALSF-1

† MISSED APPROACH: Climb to 8000, track 206° to intercept the LAS VORTAC R-018 to LAS and hold, continue climb in hold to 8000.

ATIS	NELLIS APP CON	NELLIS TOWER	GND CON	CLNC DEL
270.1	124.95 273.55	132.55 327.0	121.8 275.8	120.9 289.4

† CAUTION: Missed Approach Minimum Climb Rate to 8000

Knots	60	120	180	240	300	360
V/V(fpm)	450	950	1350	1800	2250	2700

ATC Minimum Climb Rate

LAS VEGAS VORTAC DME not usable for missed approach holding.

FOR USE BY NELLIS AFB ASSIGNED AIRCRAFT ONLY

(IAF) ACOSU BLD 34.4

154°

207°

BALBE LAS 24

CARUB LAS 17.4

LATPE LAS 15.3

LOCALIZER 109.1 I-DIQ

018° R-018 198°

LAS VEGAS 116.9 LAS Chan 116

BOULDER CITY 116.7 BLD Chan 114

MSA LAS 25 NM
10,600
210°
120°
6600
13,000
300°
030°
8800

EMERG SAFE ALT 100 NM 14,000

20 NM

ELEV 1870

207° from FAF

TDZE 1866

8000 tr 206°

LAS R-018

LAS

VGSI and descent angle not coincident.

LAS VORTAC — ENIYO LAS 12.4 — LAS 13.6 — LATPE LAS 15.3 — CARUB LAS 17.4 — BALBE LAS 24 — BLD LR-352 — ACOSU BLD R-348 34.4

3160 — 4000 — 6100 — 7000 — 207° — 154° — 3.55° TCH 54

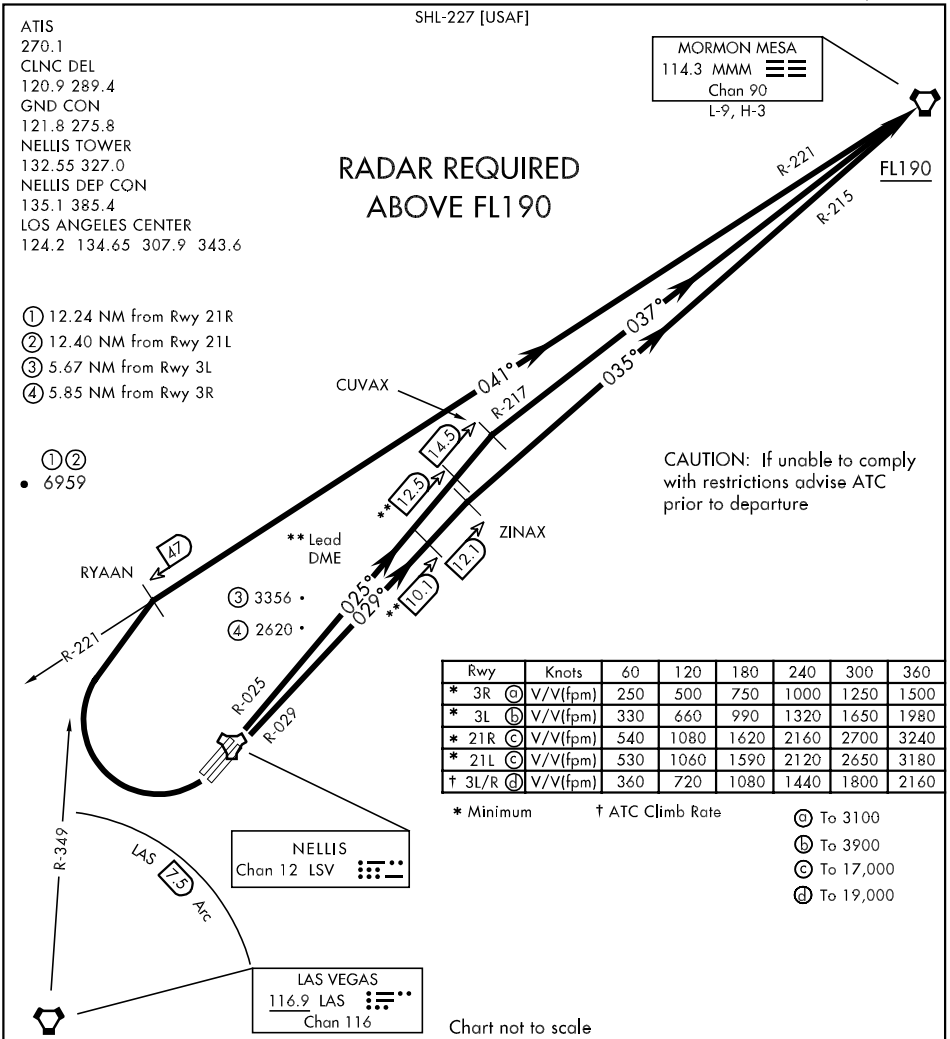
4 — 5 NM

CATEGORY	C	D	E
S-LOC 21L *	2420/50 554 (600-1)	2420/60 554 (600-1¼)	2420-1½ 554 (600-1½)
CIRCLING **	2680-2¼ 810 (900-2¼)	2680-2½ 810 (900-2½)	2940-3 1070 (1100-3)

HIRL all Rwy

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

MORMON MESA TWO DEPARTURE (MMM 2 • MMM)



Rwy	Knots	60	120	180	240	300	360
* 3R ⓐ	V/V(fpm)	250	500	750	1000	1250	1500
* 3L ⓑ	V/V(fpm)	330	660	990	1320	1650	1980
* 21R ⓒ	V/V(fpm)	540	1080	1620	2160	2700	3240
* 21L ⓒ	V/V(fpm)	530	1060	1590	2120	2650	3180
† 3L/R ⓓ	V/V(fpm)	360	720	1080	1440	1800	2160

* Minimum † ATC Climb Rate

ⓐ To 3100
ⓑ To 3900
ⓒ To 17,000
ⓓ To 19,000

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L: Fly runway heading to intercept LSV TACAN R-025 then direct CUVAX, intercept the MMM VORTAC R-217 then direct MMM climbing to FL190 or as assigned, then via assigned route.

TAKE-OFF RWY 3R: Fly runway heading to intercept LSV TACAN R-029 then direct ZINAX, intercept the MMM VORTAC R-215 then direct MMM climbing to FL190 or as assigned, then via assigned route.

TAKE-OFF RWY 21L/R: Turn right to intercept MMM VORTAC R-221 prior to MMM 47 DME, remain North of the LAS VORTAC 7.5 DME, remain East of LAS R-349, intercept MMM R-221 then direct MMM, cross MMM at or above FL190 then via assigned route.

NOISE ABATEMENT PROCEDURES: Fly IAW Nellis Noise Abatement instructions published in AP/1.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 21L

NELLIS AFB (KLSV)

TACAN LSV Chan 12	APCH CRS 207°	Rwy ldg 10,055 TDZE 1866 Arpt Elev 1870

AL-227 [USAF]

▼ * When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
** Circling not authorized E of Rwy 3R-21L.

ALSF-1 (A1)

† MISSED APPROACH: Climb to 15,000, heading 209° to 2.5 DME (ROCKX), then climbing right turn heading 020° to join LSV TACAN R-355 to ARCOE and hold, continue climb in hold to 15,000.

ATIS	NELLIS APP CON	NELLIS TOWER	GND CON	CLNC DEL
270.1	124.95 273.55	132.55 327.0	121.8 275.8	120.9 289.4

NOT FOR CIVIL USE

Minimum NAVAID reception at ARCOE 15,000'.
MISSED APPROACH requires ATC Radar monitoring.

ARCOE LSV 30 · LSV 39 · Max holding 310 KIAS · 175° · 355° · R-355 · R-027
(IAF) KUTME LSV 21 · 207° · 027° · LSV 28 · Max holding alt 14,000
HULPU LSV 13 · Max holding 265 KIAS
JENAR LSV 7
JOGEV LSV 3.5
ROCKX LSV 2.5
NELLIS Chan 12 LSV

8599 · 9920 · 7320 · 8720 · 5599 · 6999 · 3639 · 4754 · 2322 · 2639 · 2882 · 2705 · 2246 · 2178 · 2116 · 4099 · 3189

6000 · 3000

† CAUTION: Missed Approach climb rate to 10,300'

Knots	60	120	180	240	300	360
V/V(fpm)	450	900	1350	1800	2250	2700

Controlling Obstacle 7599'

EMERG SAFE ALT 100 NM 14,000

MSA LSV 25 NM
190° · 100° · 11,100 · 13,000 · 6700 · 360°

20 NM

ELEV 1870

207° to TACAN

1921 · 1889 · 21R · 21L · TDZE 1866 · 1951 · 2014 · 0.3% DOWN · 0.4% DOWN · 10,128 x 200 · 10,055 x 150 · 3L 3R · 2017

15,000 hdg 209° · ROCKX LSV 2.5 · ARCOE LSV 30

VGSI and descent angle not coincident.

TACAN · KITCH .7 · 1.9 · JOGEV 3.5 · JENAR 7 · HULPU 13 · KUTME 21 · 207° · 8800 · 5000 · 4500 · 3180 · 3.54° TCH 54

.5 · 2.8 NM · 3.5 NM

CATEGORY	A	B	C	D	E
S-21L *	2480/24 614 (700-½)		2480/60 614 (700-1¼)	2480-1½ 614 (700-1½)	2480-1¾ 614 (700-1¾)
CIRCLING **	2480-1 610 (700-1)	2680-1¼ 810 (900-1¼)	2680-2¼ 810 (900-2¼)	2680-2½ 810 (900-2½)	2940-3 1070(1100-3)

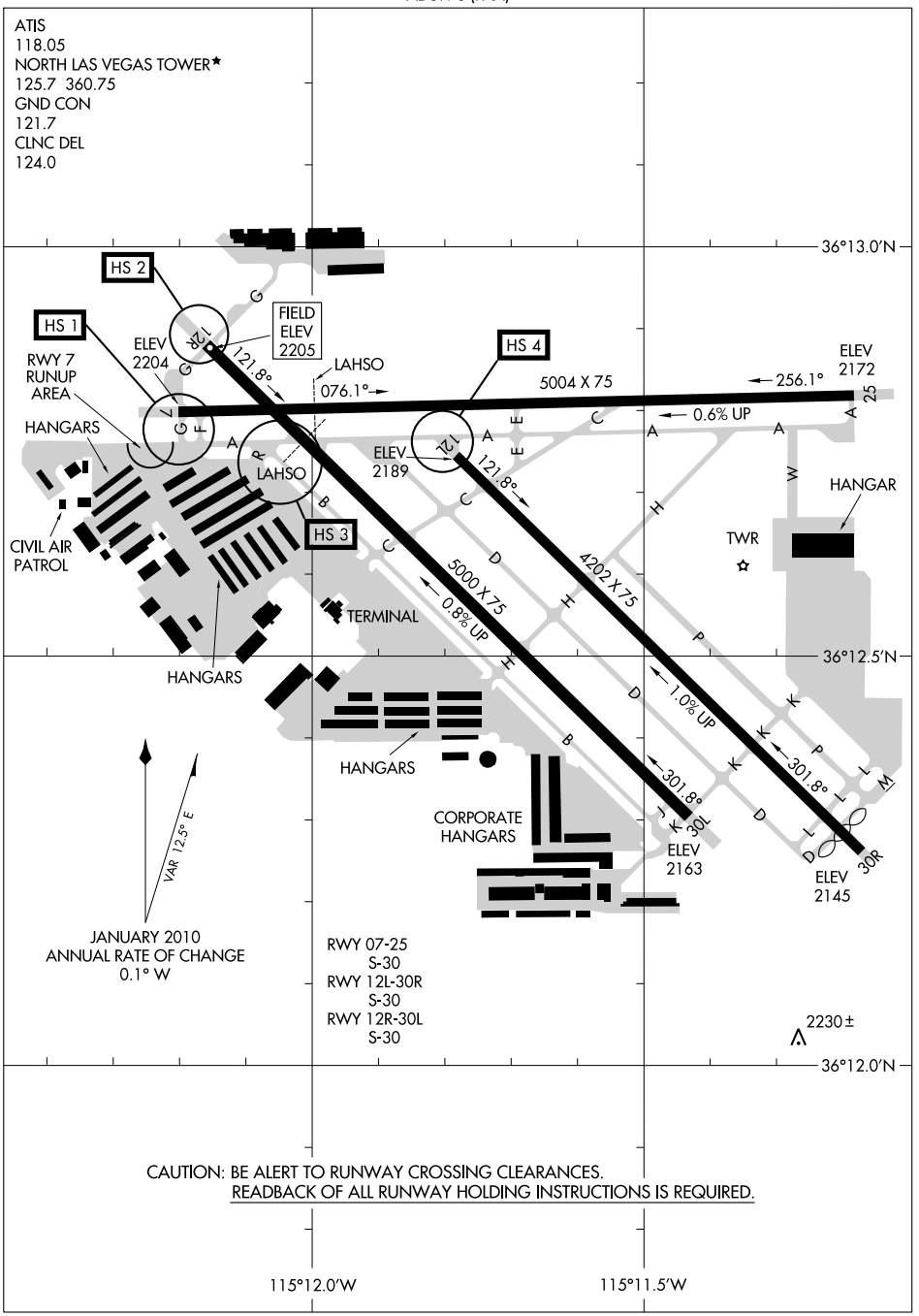
HIRL all Rwy

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-6970 (FAA)

LAS VEGAS/ NORTH LAS VEGAS (VGT)
LAS VEGAS, NEVADA



SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

LAS VEGAS, NEVADA
LAS VEGAS/ NORTH LAS VEGAS (VGT)

10266

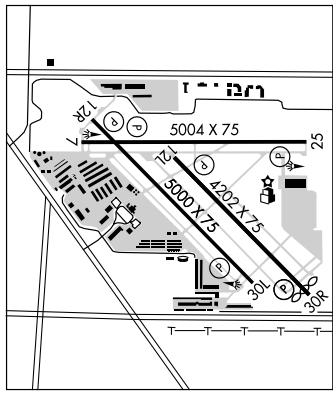
CONTINUED FROM PRECEDING PAGE

WEATHER DATA SOURCES: ASOS (702) 736–1416.
COMMUNICATIONS: D-ATIS 132.4 (702) 736–0950. **UNICOM** 122.95
Ⓡ **LAS VEGAS APP CON** 125.025
Ⓡ **LAS VEGAS DEP CON** 125.9 (South)
LAS VEGAS TOWER 119.9 (Rwy 07L–25R and Rwy 07R–25L) 118.75 (Rwy 01L–19R and Rwy 01R–19L)
GND CON 121.9 (West of Rwy 01R–19L) 121.1 (East of Rwy 01R–19L) **CLNC DEL** 118.0
AIRSPACE: CLASS B See VFR Terminal Area Chart.
RADIO AIDS TO NAVIGATION: NOTAM FILE LAS.
LAS VEGAS (H) VORTACW 116.9 LAS Chan 116 N36°04.78′ W115°09.59′ at fld. 2141/15E.
ILS/DME 110.3 I–LAS Chan 40 Rwy 25R.
ILS 111.75 I–RLE Rwy 25L. Class IT. LOC unusable byd 19° south of course.
ILS 110.1 I–CUA Chan 38 Rwy 01L Class IB. LOC unusable byd 30° left of course. LOC unusable within .2 NM from thld.

NORTH LAS VEGAS (VGT) 3 NW UTC−8(−7DT) N36°12.64′ W115°11.67′

LAS VEGAS H–4I, L–7E IAP, AD

2205 B S4 **FUEL** 100LL, JET A TPA—3005(800) Class III, ARFF Index A.
NOTAM FILE VGT
RWY 07–25: H5004X75 (ASPH) S–30 MIRL 0.6% up W
RWY 07: PAPI(P4L)—GA 3.0° TCH 37′. Pole.
RWY 25: PAPI(P4L)—GA 3.0° TCH 36′.
RWY 12R–30L: H5000X75 (ASPH) S–30 MIRL 0.8% up NW
RWY 12R: PAPI(P4L)—GA 3.0° TCH 25′. Building.
RWY 30L: MIRL. PAPI(P4L)—GA 3.0° TCH 45′. P–line.
RWY 12L–30R: H4202X75 (ASPH) S–30 MIRL 1.0% up NW
RWY 12L: PAPI(P4L)—GA 3.0° TCH 40′. Bldg.
RWY 30R: PAPI(P4L)—GA 3.0° TCH 40′. Thld dsplcd 202′. P–line.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 25	12R–30L	4000
RWY 30L	07–25	4000

AIRPORT REMARKS: Attended 1400–0600Z‡. Rwy 07–25 and Rwy 12L–30R and Rwy 12R–30L have aiming point marking at 1000′ on all runways. Rwy guard lights at all intersections. Twy R clsd indef. When twr clsd ACTIVATE MIRL Rwy 07–25 and Rwy 12L–30R and twy lgts.—CTAF. Rwy 30R PAPI OTS indef.
WEATHER DATA SOURCES: ASOS 118.05 (702) 648–6633. LAWRS.
COMMUNICATIONS: CTAF 125.7 **ATIS** 118.05 **UNICOM** 122.95
NELLIS APP CON 118.125 (Rwy 12)
LAS VEGAS DEP CON 119.4 (Rwy 12)
LAS VEGAS APP/DEP CON 119.4 (Rwy 30)
TOWER 125.7 (Oct–Mar 1400–0400Z‡, Apr–Sep 1400–0500Z‡) **CLNC DEL** 124.0 **GND CON** 121.7
AIRSPACE: CLASS D svc Oct–Mar 1400–0400Z‡, Apr–Sep 1400–0500Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE LAS.
LAS VEGAS (H) VORTACW 116.9 LAS Chan 116 N36°04.78′ W115°09.59′ 333° 8.2 NM to fld. 2141/15E.
ILS/DME 110.7 I–HWG Chan 44 Rwy 12L. Class IT. ILS unmonitored when twr clsd.

LIDA JUNCTION (See GOLDFIELD)

LINCOLN CO (See PANACA)

LOVELOCK N40°07.49′ W118°34.66′ NOTAM FILE LOL.

KLAMATH FALLS H–3C, L–9A, 11A

(L) VORTACW 116.5 LLC Chan 112 155° 3.6 NM to Derby Fld. 4784/16E. **HIWAS.**
VORTAC unusable:
225°–235° byd 25 NM blo 9,600′
235°–260° byd 15 NM blo 15,500′
260°–305° byd 25 NM blo 13,000′
340°–360° byd 25 NM blo 10,500′
RCO 122.4 (RENO RADIO)

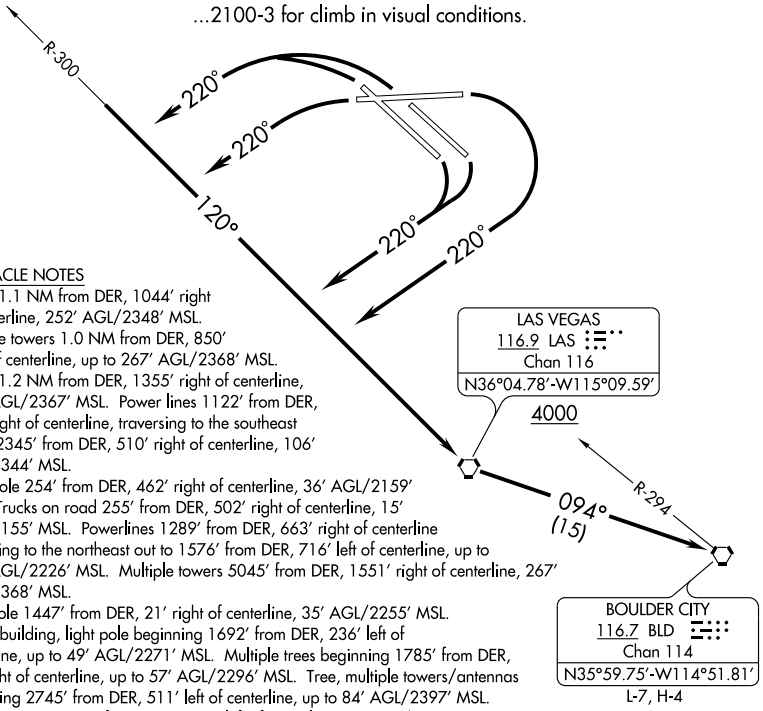
BOULDER CITY ONE DEPARTURE (OBSTACLE)

ATIS 118.05
GND CON 121.7
UNICOM 122.95
CTAF 125.7

TAKE-OFF MINIMUMS

Rwy 7: Standard with minimum climb of 339′ per NM to 3600 or...
Rwy 12L: Standard with minimum climb of 393′ per NM to 3600 or...
Rwy 12R: Standard with minimum climb of 373′ per NM to 3600 or...
Rwy 25: Standard with minimum climb of 257′ per NM to 4500 or...
Rwy 30R: Standard with minimum climb of 354′ per NM to 4700 or...
Rwy 30L: Standard with minimum climb of 367′ per NM to 4700 or...

...2100-3 for climb in visual conditions.



TAKE-OFF OBSTACLE NOTES

Rwy 7: Tower 1.1 NM from DER, 1044′ right of centerline, 252′ AGL/2348′ MSL.

Rwy 12R: Multiple towers 1.0 NM from DER, 850′ right of centerline, up to 267′ AGL/2368′ MSL. Tower 1.2 NM from DER, 1355′ right of centerline, 270′ AGL/2367′ MSL. Power lines 1122′ from DER, 764′ right of centerline, traversing to the southeast out to 2345′ from DER, 510′ right of centerline, 106′ AGL/2344′ MSL.

Rwy 12L: Light pole 254′ from DER, 462′ right of centerline, 36′ AGL/2159′ MSL. Trucks on road 255′ from DER, 502′ right of centerline, 15′ AGL/2155′ MSL. Powerlines 1289′ from DER, 663′ right of centerline traversing to the northeast out to 1576′ from DER, 716′ left of centerline, up to 129′ AGL/2226′ MSL. Multiple towers 5045′ from DER, 1551′ right of centerline, 267′ AGL/2368′ MSL.

Rwy 25: Light pole 1447′ from DER, 21′ right of centerline, 35′ AGL/2255′ MSL.

Rwy 30L: Signs, building, light pole beginning 1692′ from DER, 236′ left of centerline, up to 49′ AGL/2271′ MSL. Multiple trees beginning 1785′ from DER, 78′ right of centerline, up to 57′ AGL/2296′ MSL. Tree, multiple towers/antennas beginning 2745′ from DER, 511′ left of centerline, up to 84′ AGL/2397′ MSL.

Rwy 30R: Antenna tower 4639′ from DER, 1736′ left of centerline, 84′ AGL/2327′ MSL. Anemometer 552′ from DER, 570′ left of centerline, 34′ AGL/2216′ MSL. Vent on building 1632′ from DER, 566′ right of centerline, 58′ AGL/2240′ MSL. Antenna on hangar 2012′ from DER, 195′ right of centerline, 61′ AGL/2247′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7, 12 L/R: Turn right.
TAKE-OFF RUNWAYS 25, 30L/R: Turn left.

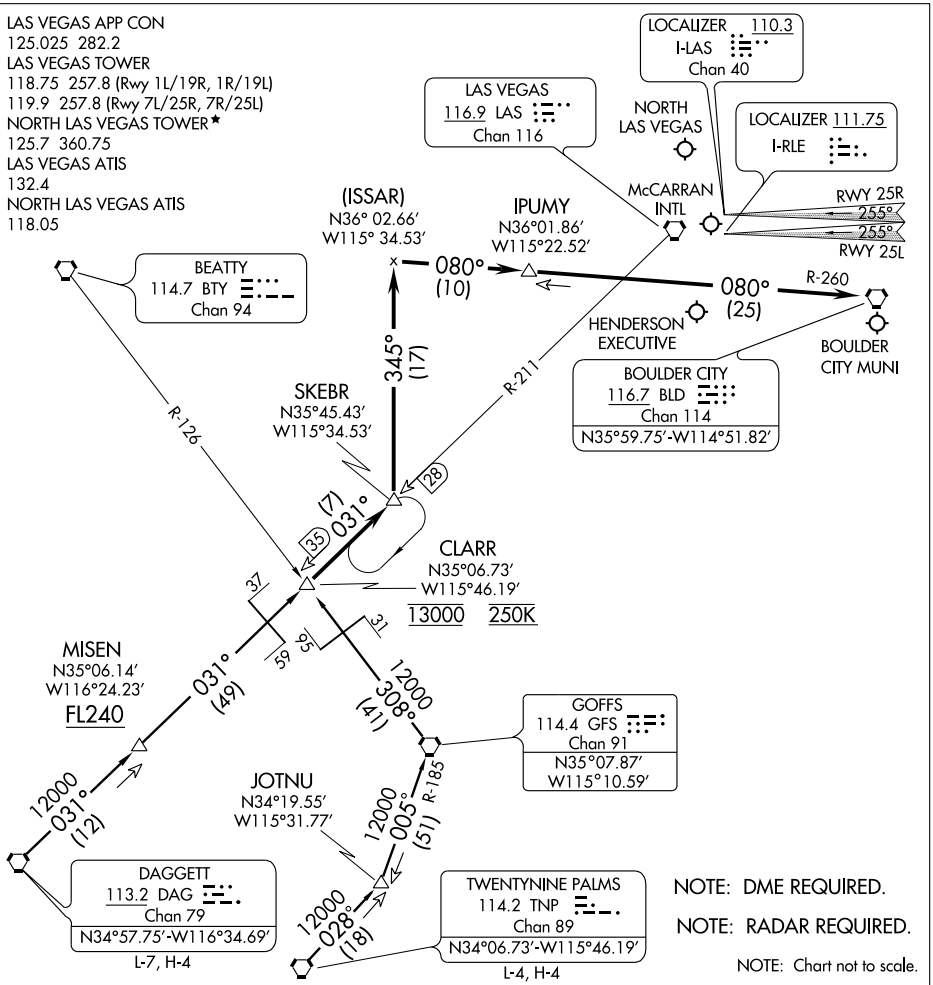
All aircraft climb to 6000 via heading 220° and LAS-300 to LAS VORTAC, cross LAS VORTAC at or above 4000. Continue climb via LAS VORTAC R-094 to BLD VORTAC.

RUNWAYS 7, 12L/R, 25, 30L/R: For climb in visual conditions: cross North Las Vegas Airport at or above 4200 then via BLD VORTAC R-294 to BLD VORTAC.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

CLARR TWO ARRIVAL

SW-4, 21 OCT 2010 to 18 NOV 2010



DAGGETT TRANSITION (DAG.CLARR2): From over DAG VORTAC via DAG R-031 and LAS R-211 to CLARR INT. Thence. . . .

TWENTYNINE PALMS TRANSITION (TNP.CLARR2): From over TNP VORTAC via TNP R-028 to JOTNU INT, then via GFS R-185 to GFS VORTAC, then via GFS R-308 and BTY R-126 to CLARR INT. Thence. . . .

....From over CLARR INT via LAS R-211 to SKEBR INT. Thence. . . .

LANDING MC CARRAN INTL: Via heading 345° to intercept the BLD R-260 to BLD VORTAC. Rwys 1L/R, 7L/R, and 19L/R expect radar vectors for visual approach prior to BLD VORTAC. Rwys 25L/R expect ILS approach procedure.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI: After SKEBR INT expect radar vectors to airport.

CLARR TWO ARRIVAL

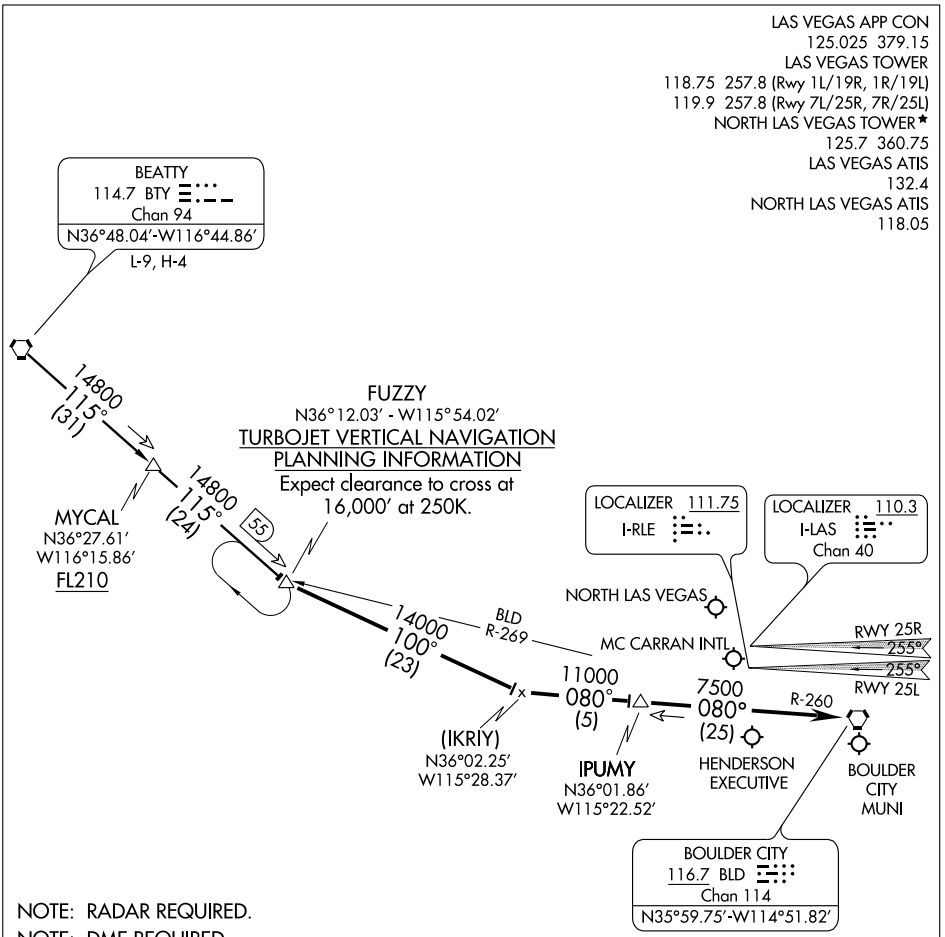
LAS VEGAS, NEVADA

(CLARR.CLARR2) 09351

FUZZY SEVEN ARRIVAL

ST-662 (FAA)

LAS VEGAS, NEVADA



NOTE: RADAR REQUIRED.

NOTE: DME REQUIRED.

NOTE: Chart not to scale.

BEATTY TRANSITION (BTY.FUZZY7): From over BTY VORTAC via BTY R-115 to FUZZY INT. Thence . . .

. . . From over FUZZY via heading 100° to intercept BLD R-260 to BLD VORTAC.

LANDING MC CARRAN INTL RWYS 1L/R, 7L/R, and 19L/R: Expect vectors for visual approach prior to BLD VORTAC.

LANDING MC CARRAN INTL RWYS 25L/R: Expect ILS approach.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI : After IPUMY, expect radar vectors to airport.

FUZZY SEVEN ARRIVAL

LAS VEGAS, NEVADA

(FUZZY.FUZZY7) 09351

GPS RWY 12R

LAS VEGAS/ NORTH LAS VEGAS (VGT)

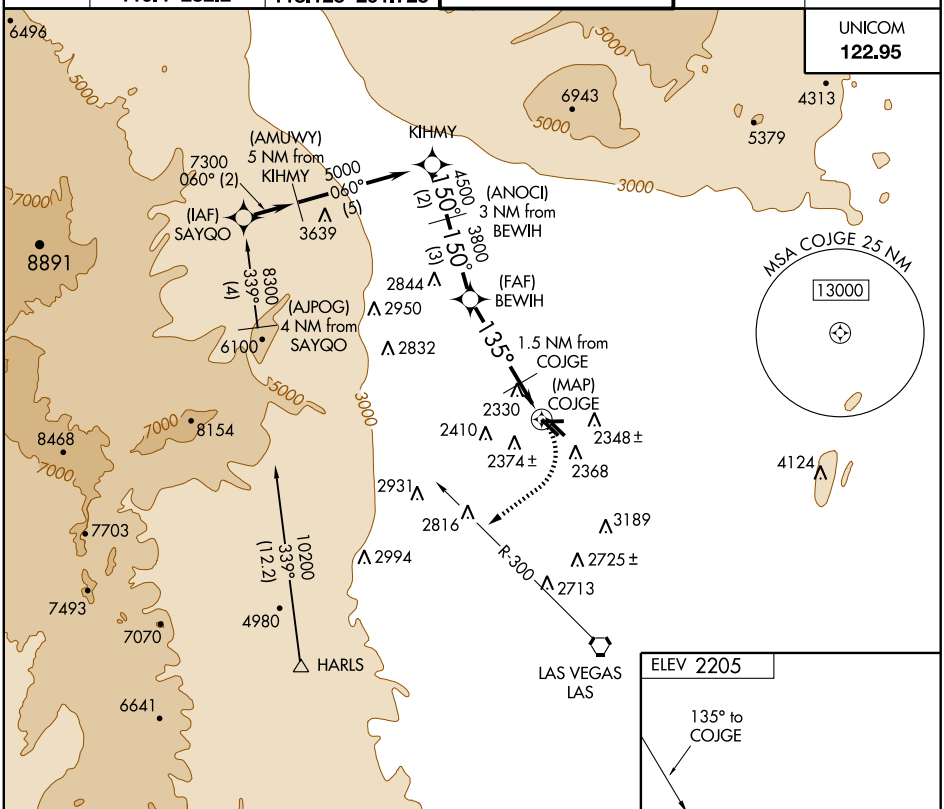
APP CRS	Rwy Idg	5000
135°	TDZE	2205
	Apt Elev	2205

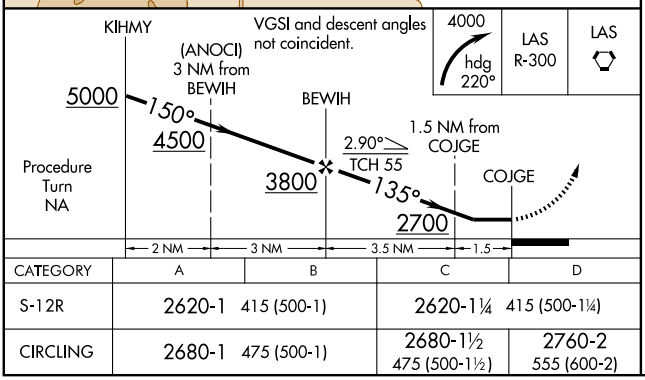
When local altimeter setting not received, use McCarran Intl altimeter setting and increase all MDA 40 feet and S-12R Cat D visibility ¼ mile. Circling to Rwy 12L-30R NA.

MISSED APPROACH: Climbing right turn to 4000 via heading 220° and LAS R-300 to LAS VORTAC.

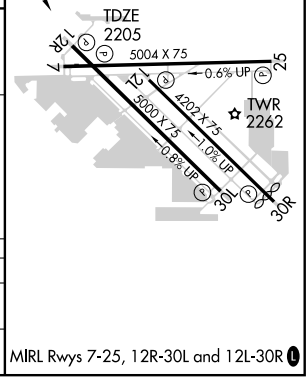
ATIS	LAS VEGAS APP CON Rwy 30	NELLIS APP CON Rwy 12	NORTH LAS VEGAS TOWER★	GND CON	CLNC DEL
118.05	119.4 282.2	118.125 291.725	125.7 (CTAF) L 360.75	121.7	124.0

UNICOM 122.95





CATEGORY	A	B	C	D
S-12R	2620-1 415 (500-1)		2620-1¼ 415 (500-1¼)	
CIRCLING	2680-1 475 (500-1)		2680-1½ 475 (500-1½)	2760-2 555 (600-2)



MIRL Rwys 7-25, 12R-30L and 12L-30R L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

GPS RWY 30L

LAS VEGAS/ NORTH LAS VEGAS (VGT)

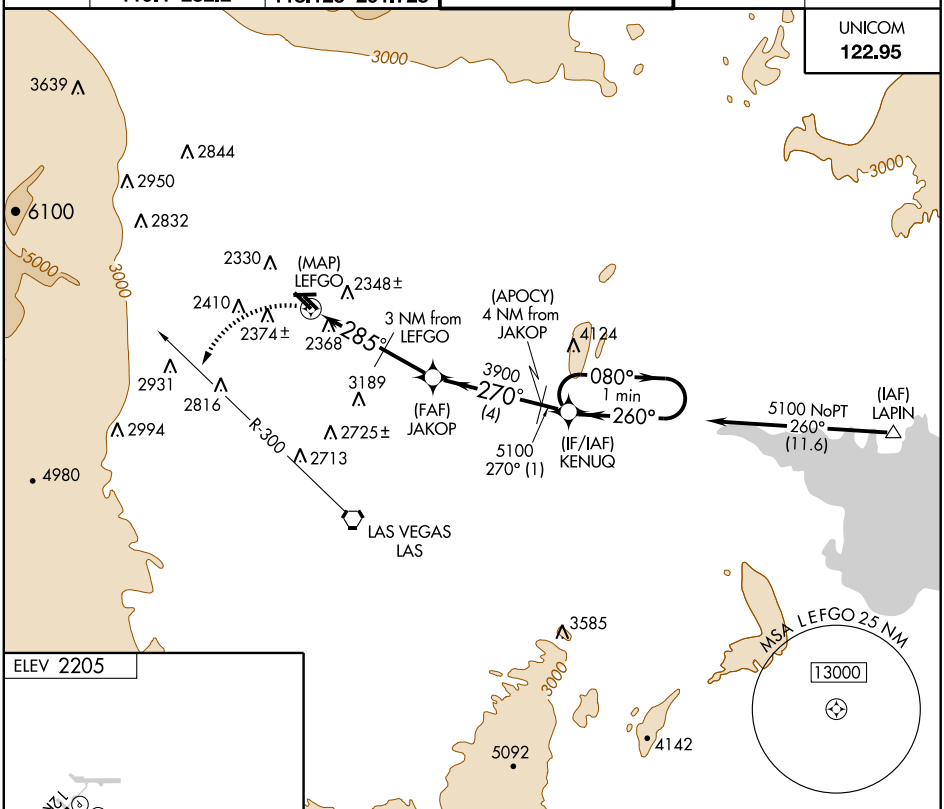
APP CRS	Rwy Idg	5000
285°	TDZE	2191
	Apt Elev	2205

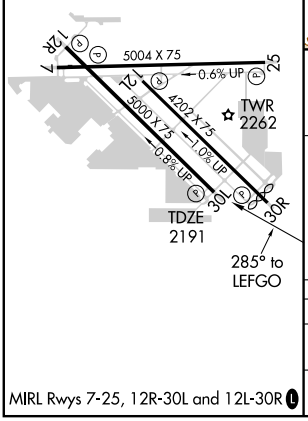
When local altimeter setting not received, use McCarron Intl altimeter setting and increase all MDA 40 feet and S-30L Cats C/D visibility ¼ mile. Circling to Rwy 12L-30R NA.

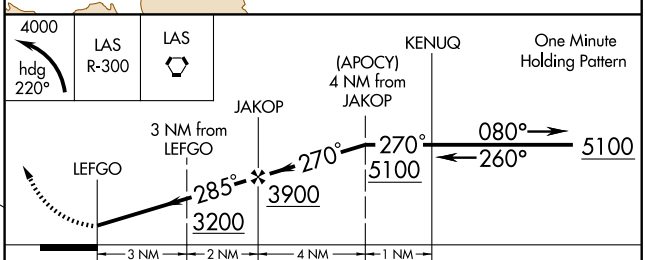
MISSED APPROACH: Climbing left turn to 4000 via heading 220° and LAS R-300 to LAS VORTAC.

ATIS	LAS VEGAS APP CON	NELLIS APP CON	NORTH LAS VEGAS TOWER★	GND CON	CLNC DEL
118.05	Rwy 30 119.4 282.2	Rwy 12 118.125 291.725	125.7 (CTAF) L 360.75	121.7	124.0

UNICOM 122.95







CATEGORY	A	B	C	D
S-30L	2680-1	489 (500-1)	2680-1¼ 489 (500-1¼)	2680-1½ 489 (500-1½)
CIRCLING	2720-1	515 (600-1)	2720-1½ 515 (600-1½)	2760-2 555 (600-2)

MIRL Rwys 7-25, 12R-30L and 12L-30R L

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
LAS VEGAS, NV		
McCARRAN INTL (LAS)	HS 1	Rwy 01R-19L, Twy S and the ramp.
	HS 2	Rwy 01R-19L and Rwy 01L-19R, Twy U.
	HS 3	Rwy 01R-19L and Rwy 01L-19R, Twy Y.
	HS 4	Rwy 07L and Rwy 01L, co-located rwy holding position markings.
	HS 5	Twy E.
LAS VEGAS, NV		
NORTH LAS VEGAS (VGT)	HS 1	Rwy 07, Twy G and Twy F.
	HS 2	Rwy 12R, Twy G.
	HS 3	Rwy 12R, Twy A and Twy B.
	HS 4	Rwy 12L, Twy A.
MESA, AZ		
FALCON FIELD (FFZ)	HS 1	Rwy 04R-22L, Twy B and Twy D
MINDEN, NV		
MINDEN-TAHOE (MEV)	HS 1	Complex int.
	HS 2	Frequent crossings for sailplane operations.
PHOENIX, AZ		
PHOENIX-MESA GATEWAY (IWA)	HS 1	Twy V, Twy B, and Twy K complex int.
PHOENIX, AZ		
PHOENIX SKY HARBOR INTL (PHX)	HS 1	Pilots sometimes mistake Twy F for Rwy 07L or Rwy 07R.
	HS 2	Pilots sometimes cross Rwy 07L-25R at Twy F8, Twy F9, or Twy F10, without authorization.
PROVO, UT		
PROVO MUNI (PVU)	HS 1	Twy A and Twy A3 close proximity to ramp and rwys.
RENO, NV		
RENO/TAHOE INTL (RNO)	HS 1	Rwy 07-25, Twy A and Twy B.
	HS 2	Twy C and the ramp.
	HS 3	Rwy 16L, Twy C and Twy D.
SALT LAKE CITY, UT		
SALT LAKE CITY INTL (SLC)	HS 1	Hold line on apch end of Rwy 32 protects Rwy 35.
	HS 2	Confusing int. Twy K2 ramp in close proximity to Rwy 17-35.
	HS 3	Area not visible from control twr.
TUCSON, AZ		
RYAN FIELD (RYN)	HS 1	Rwy 33 and Rwy 06R, Twy B.
TUCSON, AZ		
TUCSON INTL (TUS)	HS 1	Twy A, Twy D and Twy A3, complex int.
	HS 2	Rwy 11L and Rwy 11R apch areas.
	HS 3	Rwy 29R and Rwy 29L.
	HS 4	Twy A5 and Twy A6 in close proximity of Rwy 11L-29R.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-HWG	APP CRS	Rwy Idg	4202
110.7	120°	TDZE	2189
Chan 44		Apt Elev	2205

ILS or LOC RWY 12L

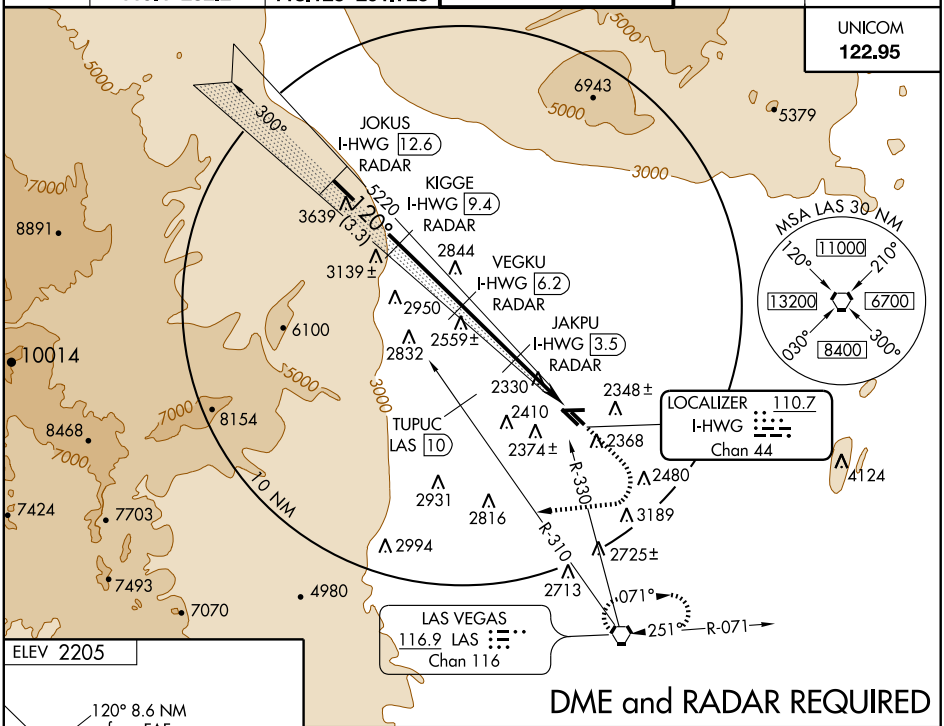
LAS VEGAS/NORTH LAS VEGAS (VGT)

When local altimeter setting not received, use McCarran Intl altimeter setting and increase DA to 2478, and visibility Cats A/B ¼ mile; increase all MDA 40 feet. DME and RADAR required.

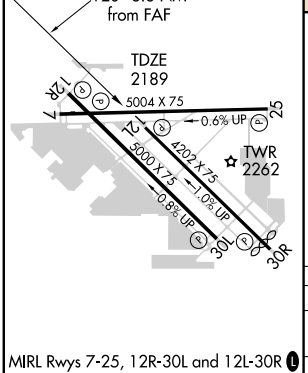
MISSED APPROACH: Climb to 2600, then climbing right turn heading 250° to 6000, intercept LAS R-310 outbound to TUPUC/LAS 10 DME then turn right via LAS R-330 inbound to LAS VORTAC and hold.

ATIS	LAS VEGAS APP CON	NELLIS APP CON	NORTH LAS VEGAS TOWER★	GND CON	CLNC DEL
118.05	Rwy 30 119.4 282.2	Rwy 12 118.125 291.725	125.7 (CTAF) L 360.75	121.7	124.0

UNICOM 122.95

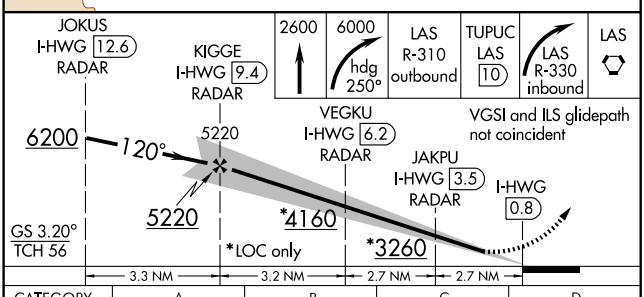


DME and RADAR REQUIRED



MIRL Rwys 7-25, 12R-30L and 12L-30R L

FAF to MAP 8.6 NM					
Knots	60	90	120	150	180
Min:Sec	8:36	5:44	4:18	3:26	2:52



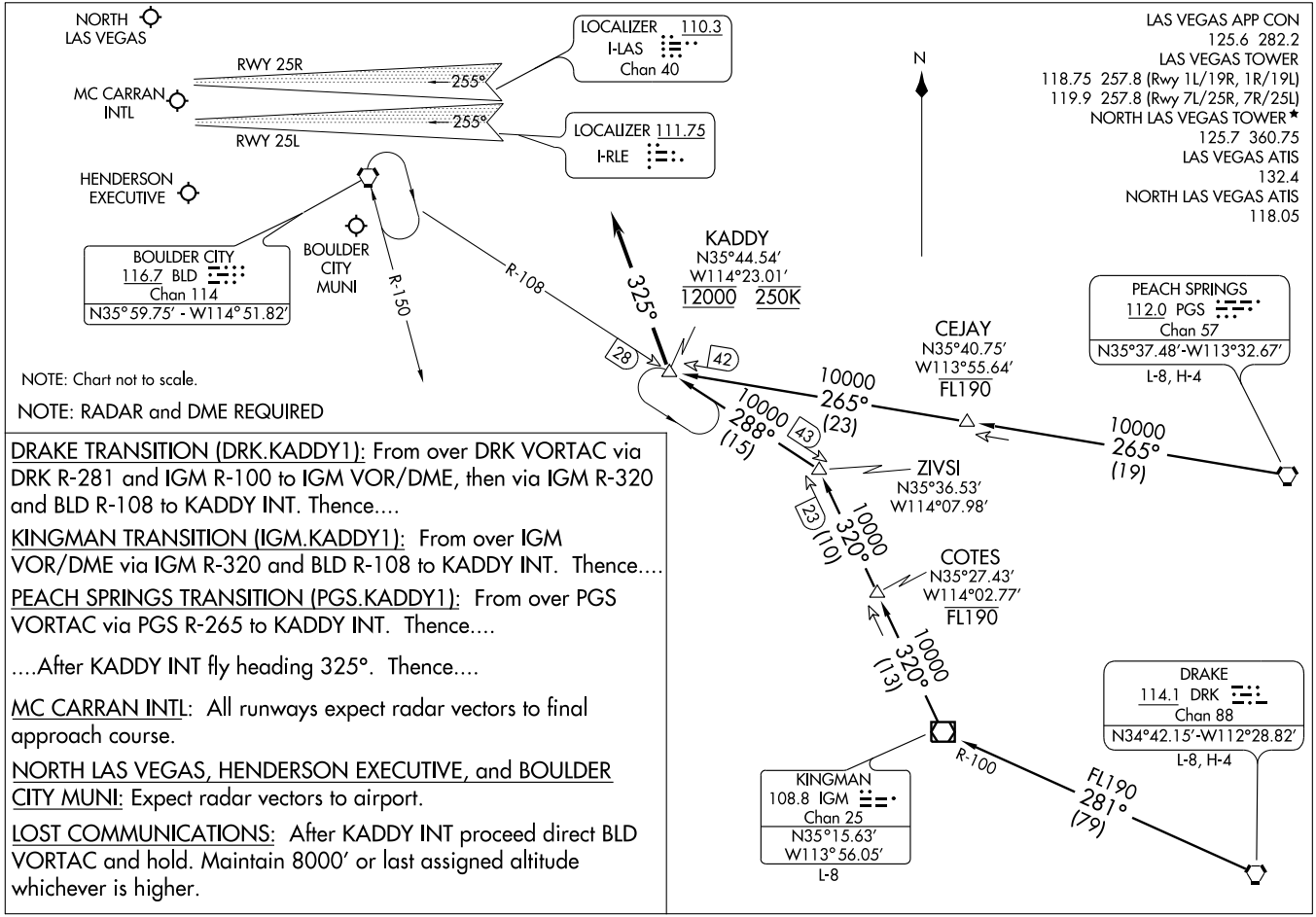
CATEGORY	A	B	C	D
S-ILS 12L	2456-1 267 (300-1)		NA	
S-LOC 12L	2580-1 391 (400-1)		NA	
CIRCLING	2680-1 475 (500-1)		NA	

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

KADDY ONE ARRIVAL

(KADDY.KADDY1) 09351

LAS VEGAS, NEVADA



DRAKE TRANSITION (DRK.KADDY1): From over DRK VORTAC via DRK R-281 and IGM R-100 to IGM VOR/DME, then via IGM R-320 and BLD R-108 to KADDY INT. Thence....

KINGMAN TRANSITION (IGM.KADDY1): From over IGM VOR/DME via IGM R-320 and BLD R-108 to KADDY INT. Thence....

PEACH SPRINGS TRANSITION (PGS.KADDY1): From over PGS VORTAC via PGS R-265 to KADDY INT. Thence....

....After KADDY INT fly heading 325°. Thence....

MC CARRAN INTL: All runways expect radar vectors to final approach course.

NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI: Expect radar vectors to airport.

LOST COMMUNICATIONS: After KADDY INT proceed direct BLD VORTAC and hold. Maintain 8000′ or last assigned altitude whichever is higher.

KADDY ONE ARRIVAL

(KADDY.KADDY1) 09351

LAS VEGAS, NEVADA

ST-662 (FAA)

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
LAS VEGAS, NV			
NORTH LAS VEGAS (VGT)	25	12R-30L	4,000 feet
	30L	07-25	4,000 feet
OGDEN, UT			
OGDEN-HINCKLEY (OGD)	03	07-25	4,700 feet
	07	03-21	3,450 feet
	21	16-34	4,550 feet
	34	07-25	3,850 feet
PRESCOTT, AZ			
ERNEST A. LOVE FIELD (PRC)	21L	12-30	5,150 feet

21 OCT 2010 to 18 NOV 2010

LUXOR TWO ARRIVAL

(LUXOR.LUXOR2) 09351

LAS VEGAS APP CON
125.025 379.15
LAS VEGAS TOWER
118.75 257.8 (Rwy 1L/19R, 1R/19L)
119.9 257.8 (Rwy 7L/25R, 7R/25L)
NORTH LAS VEGAS TOWER ★
125.7 360.75
LAS VEGAS ATIS
132.4
NORTH LAS VEGAS ATIS
118.05

MILFORD
112.1 MLF
Chan 58
N38°21.62′ - W113°00.79′
L-9, H-3

BRYCE CANYON
112.8 BCE
Chan 75
N37°41.35′ - W112°18.23′
L-9, H-3

DOVE CREEK
114.6 DVC
Chan 93
N37°48.53′ -W108°55.88′
L-9, H-3

MORMON MESA
114.3 MMM
Chan 90

FL270
*13000
190°
(119)

FL270
218°
(108)

HOLDM
N36°49.12′
W113°32.68′

J146

FL250
239°
(177)

R-069

35

70

FL190
254°
(53)

67

R-254

BETHL
N36°53.07′
W112°26.43′

LUXOR
N36°23.69′
W114°28.83′

KSINO
N36°34.54′
W114°05.08′

14800
225°
(30)

90

140

LAS
R-054

PAGE
117.6 PGA
Chan 123

Turbojets cross at
12000′ at 250K

10100
225°
(22)

60

N

LOCALIZER 110.3
I-LAS
Chan 40

38

R-045

203°
(20)

BAMAA
N36°08.04′
W114°43.89′
8000 210K

NORTH
LAS VEGAS

(21)
246°

R-066

R-023

10

RWY 25R
255°
255°

MC CARRAN INTL

RWY 25L

LOCALIZER 111.75
I-RLE

HENDERSON EXECUTIVE

BOULDER CITY MUNI

LAS VEGAS
116.9 LAS
Chan 116
N36°04.78′ - W115°09.59′

R-150

BOULDER CITY
116.7 BLD
Chan 114
N35°59.75′ - W114°51.82′

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR and DME REQUIRED.

NOTE: Chart not to scale.

LAS VEGAS, NEVADA

ST-662 (FAA)

ARRIVAL DESCRIPTION

BETHL TRANSITION (BETHL.LUXOR2): From over BETHL INT via PGA R-254 and MMM R-069 to HOLDM INT, then via LAS R-045 to LUXOR INT. Thence. . . .

BRYCE CANYON TRANSITION (BCE.LUXOR2): From over BCE VORTAC via BCE R-218 and LAS R-045 to LUXOR INT. Thence. . . .

DOVE CREEK TRANSITION (DVC.LUXOR2): From over DVC VORTAC via DVC R-239 and LAS R-054 to BETHL INT, then via PGA R-254 and MMM R-069 to HOLDM INT, then via LAS R-045 to LUXOR INT. Thence. . . .

MILFORD TRANSITION (MLF.LUXOR2): From over MLF VORTAC via MLF R-190 and LAS R-045 to LUXOR INT. Thence. . . .

. . . .From over LUXOR INT via BLD R-023 to BAMAA INT, thence via LAS R-066 to LAS VORTAC. Thence. . . .

LANDING MC CARRAN INTL: All runways expect radar vectors to final approach course.

LANDING NORTH LAS VEGAS, HENDERSON EXECUTIVE, and BOULDER CITY MUNI: Expect radar vectors to airport.

LOST COMMUNICATIONS: After LAS VORTAC proceed direct BLD VORTAC and hold. Maintain 8000′ or last assigned altitude whichever is higher.

SW-4, 21 OCT 2010 to 18 NOV 2010

ATIS 118.05
GND CON 121.7
UNICOM 122.95
CTAF 125.7

TAKE-OFF MINIMUMS

Rwy 7: Standard with minimum climb of 322′ per NM to 5000.
Rwy 12L: Standard with minimum climb of 393′ per NM to 5000.
Rwy 12R: Standard with minimum climb of 373′ per NM to 5000.
Rwy 25: Standard with minimum climb of 341′ per NM to 5000.
Rwy 30L: Standard with minimum climb of 315′ per NM to 5700.
Rwy 30R: Standard with minimum climb of 302′ per NM to 5700.

TAKE-OFF OBSTACLE NOTES

Rwy 7: Tower 1.1 NM from DER, 1044′ right of centerline, 252′ AGL/2348′ MSL.

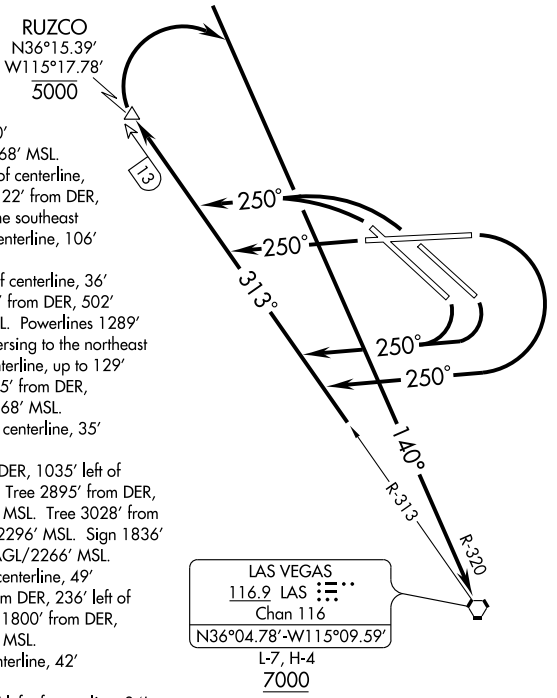
Rwy 12R: Multiple towers 1.0 NM from DER, 850′ right of centerline, up to 267′ AGL/2368′ MSL. Tower 1.2 NM from DER, 1355′ right of centerline, 270′ AGL/2367′ MSL. Power lines 1122′ from DER, 764′ right of centerline, traversing to the southeast out to 2345′ from DER, 510′ right of centerline, 106′ AGL/2344′ MSL.

Rwy 12L: Light pole 254′ from DER, 462′ right of centerline, 36′ AGL/2159′ MSL. Trucks on road 255′ from DER, 502′ right of centerline, 15′ AGL/2155′ MSL. Powerlines 1289′ from DER, 663′ right of centerline traversing to the northeast out to 1576′ from DER, 716′ left of centerline, up to 129′ AGL/2226′ MSL. Multiple towers 5045′ from DER, 1551′ right of centerline, 267′ AGL/2368′ MSL.

Rwy 25: Light pole 1447′ from DER, 21′ right of centerline, 35′ AGL/2255′ MSL.

Rwy 30L: Multiple towers/antennas 2745′ from DER, 1035′ left of centerline, up to 84′ AGL/2327′ MSL. Tree 2895′ from DER, 511′ left of centerline, 59′ AGL/2294′ MSL. Tree 3028′ from DER, 78′ right of centerline, 57′ AGL/2296′ MSL. Sign 1836′ from DER, 379′ left of centerline, 48′ AGL/2266′ MSL. Building 2070′ from DER, 249′ left of centerline, 49′ AGL/2271′ MSL. Light pole 1692′ from DER, 236′ left of centerline, 37′ AGL/2252′ MSL. Sign 1800′ from DER, 561′ left of centerline, 36′ AGL/2254′ MSL. Tree 1785′ from DER, 525′ right of centerline, 42′ AGL/2250′ MSL.

Rwy 30R: Antenna tower 4639′ from DER, 1736′ left of centerline, 84′ AGL/2327′ MSL. Anemometer 552′ from DER, 570′ left of centerline, 34′ AGL/2216′ MSL. Vent on building 1632′ from DER, 566′ right of centerline, 58′ AGL/2240′ MSL. Antenna on hangar 2012′ from DER, 195′ right of centerline, 61′ AGL/2247′ MSL.



NOTE: Do not exceed 240 KIAS until established on LAS R-320 inbound.
NOTE: DME required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7 and 12 L/R: Climbing right turn via heading 250° and LAS R-313 outbound. Thence....

TAKE-OFF RUNWAY 25: Climb via heading 250° and LAS R-313 outbound. Thence....

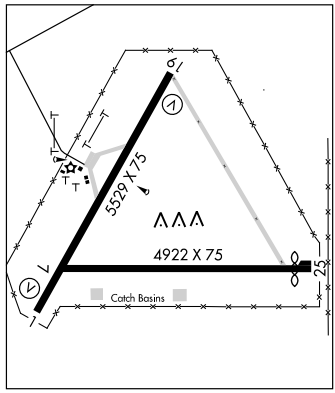
TAKE-OFF RUNWAYS 30L/R: Climbing left turn via heading 250° and LAS R-313 outbound. Thence....

....via LAS R-313 maintain 5000 to RUZCO, then climbing right turn to intercept LAS R-320 to LAS VORTAC. Cross LAS VORTAC at or above 7000′.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

LOVELOCK

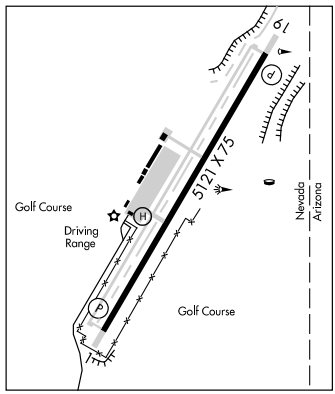
DERBY FLD (LOL) 8 SW UTC−8(−7DT) N40°03.99′ W118°33.91′ KLAMATH FALLS
3904 B **FUEL** 100LL TPA—4704(800) NOTAM FILE LOL H–3C, L–9A, 11A
RWY 01–19: H5529X75 (ASPH) S–30 MIRL IAP
RWY 01: REIL. VASI (V2L)—GA 3.0° TCH 40′.
RWY 19: REIL. VASI(V2L)—GA 3.0° TCH 40′. Fence.
RWY 07–25: H4922X75 (ASPH) S–17
RWY 25: Thld dsplcd 120′. Fence
AIRPORT REMARKS: Unattended. Fuel 24 hr self svc. Rwy 01–19 no line of sight between runways. ACTIVATE MIRL Rwy 01–19, and REIL Rwy 01 and Rwy 19—CTAF.
WEATHER DATA SOURCES: ASOS 120.675 **HIWAS** 116.5 LLC.
COMMUNICATIONS: CTAF/UNICOM 122.8
LOVELOCK RCO 122.4 (RENO RADIO)
OAKLAND CENTER APP/DEP CON 128.8
RADIO AIDS TO NAVIGATION: NOTAM FILE LOL.
LOVELOCK (L) VORTACW 116.5 LLC Chan 112 N40°07.49′ W118°34.66′ 155° 3.6 NM to fld. 4784/16E. **HIWAS.**



McCARRAN INTL (See LAS VEGAS)

MERCURY N36°37.65′ W116°01.65′ NOTAM FILE RNO. LAS VEGAS
NDB (HW) 326 MCY 275° 39.2 NM to Beatty. SHUTDOWN. L–9B
NDB unusable 290°–070°.

MESQUITE (67L) 2N UTC−8(−7DT) N36°49.99′ W114°03.35′ LAS VEGAS
1978 B **FUEL** 100LL, JET A NOTAM FILE RNO H–4I, L–9C
RWY 01–19: H5121X75 (ASPH) S–30 MIRL
RWY 01: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY: 19: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Hill.
AIRPORT REMARKS: Attended 1500–0100Z‡. Credit card fuel avbl. Parachute Jumping. Rwy 01–19 severe drop off –20′ 90′ right and parallel to centerline. Golf courses and driving ranges within 1000′ of rwy centerline. Noise abatement procedure avoid flying over downtown Mesquite located 2NM SW of arpt. ACTIVATE MIRL Rwy 01–19—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **L.A. CENTER APP/DEP CON** 124.2
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.
MORMON MESA (L) VORTAC 114.3 MMM Chan 90 N36°46.16′ W114°16.65′ 054° 11.3 NM to fld. 2120/16E. **HIWAS.**
• • • • • • • • • • • • • • • •
HELIPAD H1: H20X20 (CONC)
HELIPORT REMARKS: Rwy H1 has 15′ building 50′ SW of pad.



MINA N38°33.92′ W118°01.97′ NOTAM FILE RNO. SAN FRANCISCO
(H) VORTAC 115.1 MVA Chan 98 251° 28.3 NM to Hawthorne Industrial. 7860/17E. **HIWAS.** H–3C, L–9A
VORTAC unusable 130°–160° beyond 28 NM below 10,700′.
RCO 122.1R 115.1T (RENO RADIO)

MINA (3QØ) 0 SE UTC−8(−7DT) N38°23.00′ W118°06.06′ SAN FRANCISCO
4552 NOTAM FILE RNO
RWY 13–31: 4600X165 (DIRT)
AIRPORT REMARKS: Unattended. Remote controlled acft invof arpt. Rwy 13–31 has uncontrolled vehicle access. Ultralights on and invof arpt. Mountains 1 mile E of fld. Rwy 13 and Rwy 31 thld marked with white tires. Rwy 13–31 has 2′ berms on both sides full length of rwy.
COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	5529
026°	TDZE	3902
	Apt Elev	3904

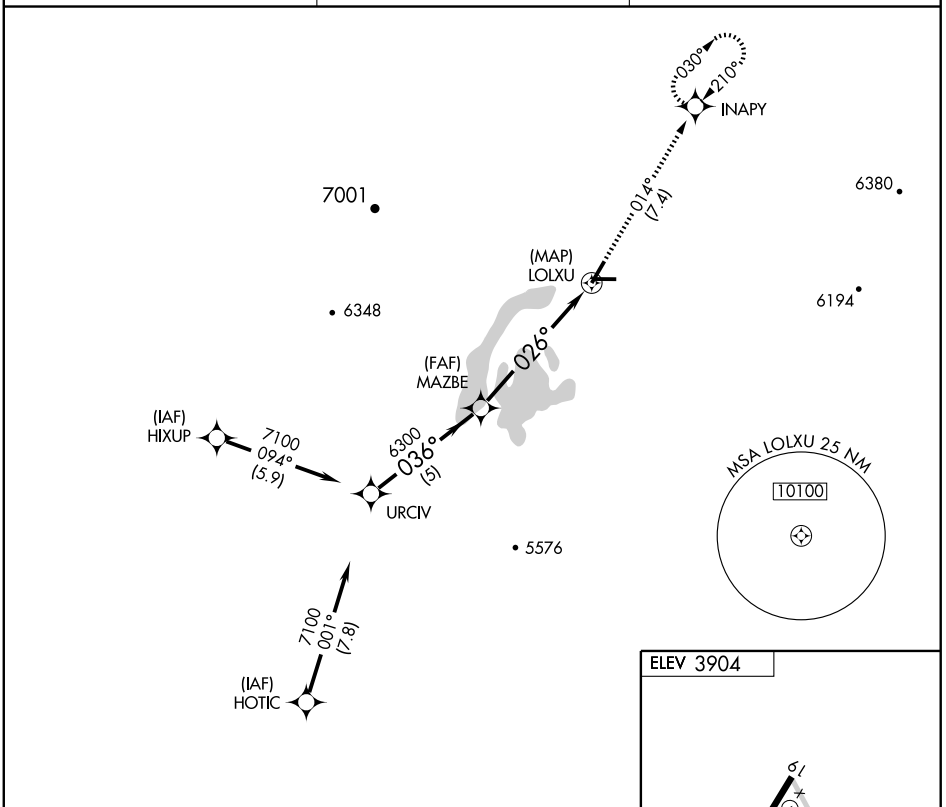
GPS RWY 1

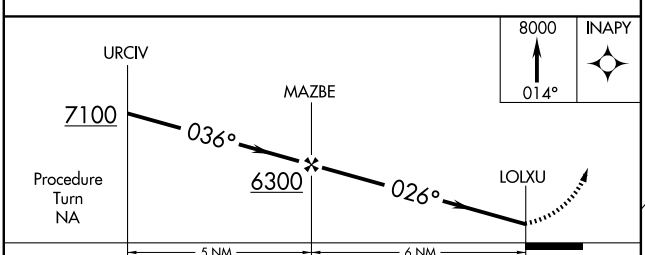
LOVELOCK/ DERBY FIELD (LOL)

NA

MISSED APPROACH: Climb to 8000 via 014° course to INAPY WP and hold.

ASOS	OAKLAND CENTER	UNICOM
120.675	128.8 285.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-1	4280-1 378 (400-1)			4280-1¼ 378 (400-1¼)
CIRCLING	4320-1 416 (500-1)	4360-1 456 (500-1)	4360-1½ 456 (500-1½)	4780-2¾ 876 (900-2¾)

REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

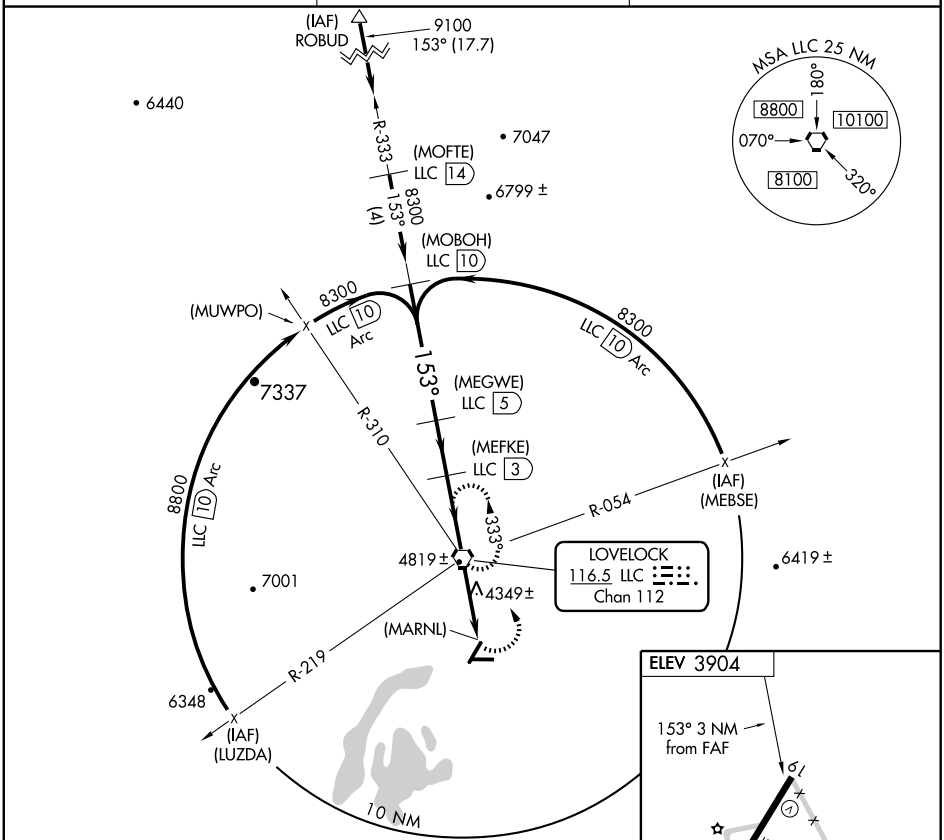
VORTAC LLC 116.5 Chan 112	APP CRS 153°	Rwy Idg N/A TDZE N/A Apt Elev 3904

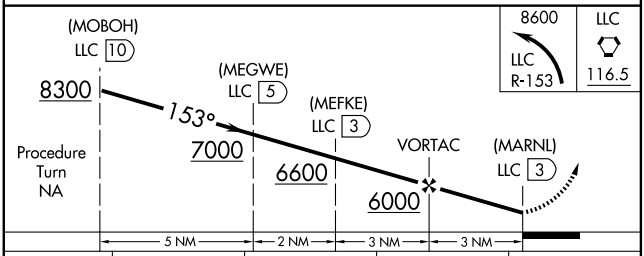
VOR/DME or GPS-A

LOVELOCK/ DERBY FIELD (LOL)

MISSED APPROACH: Climbing left turn to 8600 via R-153 to LLC VORTAC and hold, continue climb in hold to 8600.

ASOS	OAKLAND CENTER	UNICOM
120.675	128.8 285.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	4800-1¼ 897 (900-1¼)		4800-2¾ 897 (900-2¾)	4800-3 897 (900-3)

REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L

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SW-4, 21 OCT 2010 to 18 NOV 2010

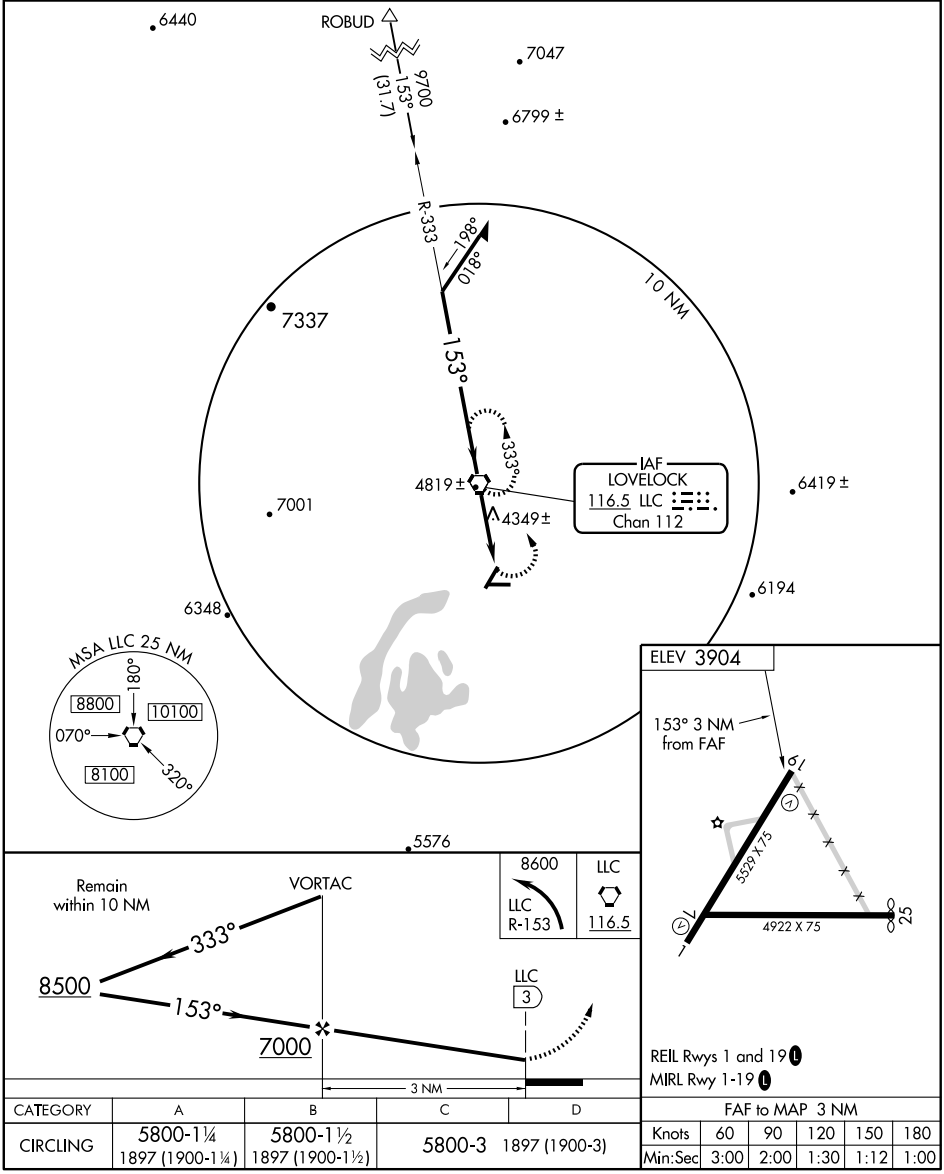
VORTAC LLC 116.5 Chan 112	APP CRS 153°	Rwy Idg N/A TDZE N/A Apt Elev 3904

VOR or GPS-C

LOVELOCK/ DERBY FIELD (LOL)

MISSED APPROACH: Climbing left turn to 8600 via R-153 to LLC VORTAC and hold, continue climb-in-hold to 8600.

ASOS 120.675	OAKLAND CENTER 128.8 285.5	UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	5800-1¼ 1897 (1900-1¼)	5800-1½ 1897 (1900-1½)	5800-3 1897 (1900-3)	

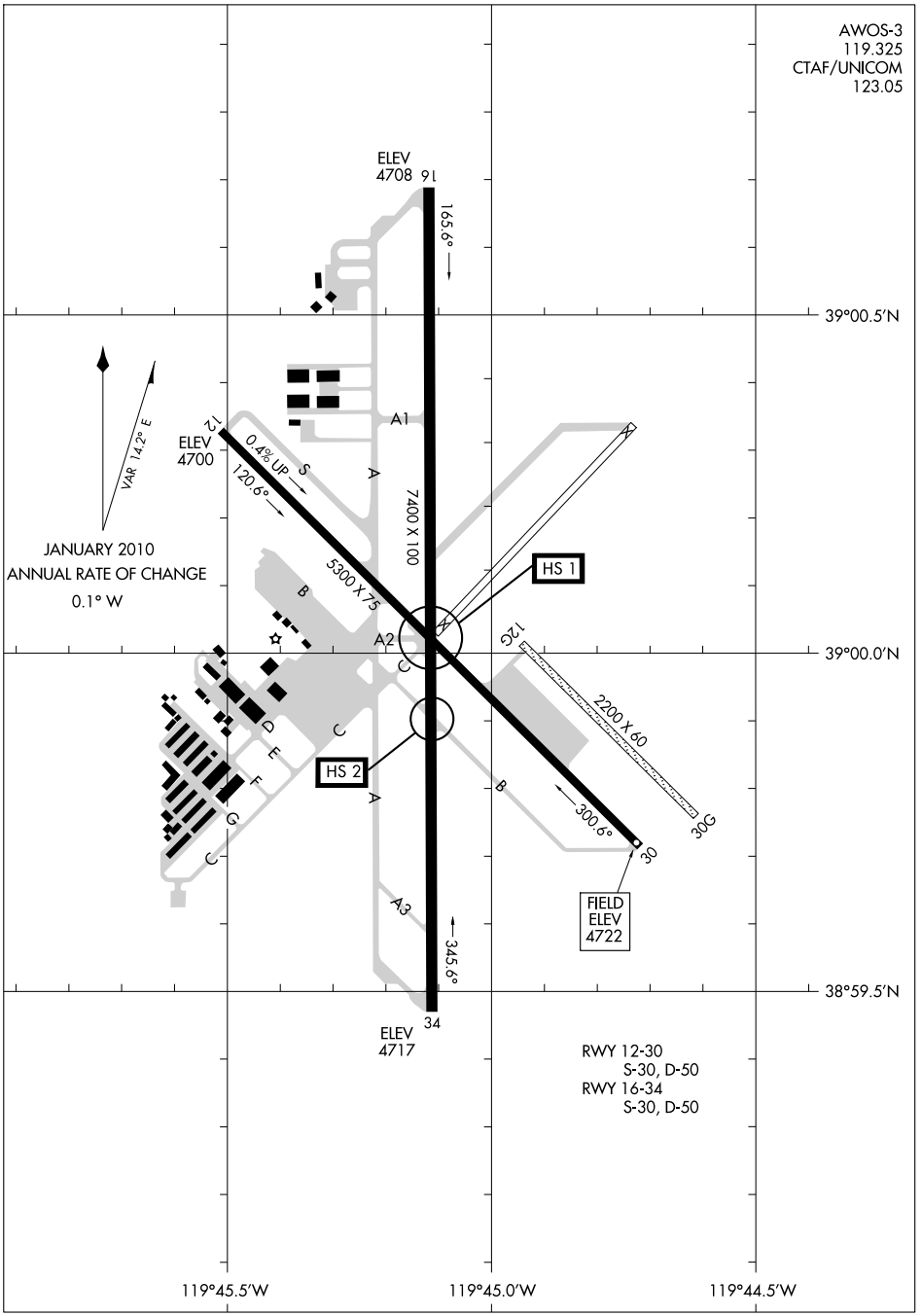
FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

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SW-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-9430 (FAA)

MINDEN/ MINDEN-TAHOE (MEV)
MINDEN, NEVADA



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AIRPORT DIAGRAM

MINDEN, NEVADA
MINDEN/ MINDEN-TAHOE (MEV)

10266

MINDEN–TAHOE (MEV) 4 N UTC−8(−7DT) N39°00.06′ W119°45.12′ — SAN FRANCISCO H–3B, L–9A IAP, AD

4722 B S4 **FUEL** 100LL, JET A OX 1, 3 NOTAM FILE MEV

RWY 16–34: H7400X100 (ASPH) S–30, D–50 MIRL

RWY 16: VASI(V4R)—GA 3.0° TCH 31′. Rgt tfc.

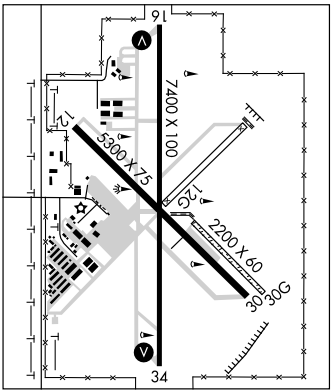
RWY 34: VASI(V4L)—GA 3.0° TCH 31′.

RWY 12–30: H5300X75 (ASPH) S–30, D–50 0.4% up SE

RWY 12: Pole. Rgt tfc.

RWY 12G–30G: 2200X60 (DIRT)

RWY 12G: Brush.



AIRPORT REMARKS: Attended 1600–0000Z‡. Deer and flocks of large birds on and in vicinity of arpt. Rwy 12G–30G thld marked with orange and white panels. Ultralight and balloon activity on and invof arpt. Glided activity on and invof arpt. For emergencies after 0000Z‡ hrs ctc 775–782–5126. Trees 1,000′ from apch end Rwy 12. Ditch in obstacle free zone adjacent SW end Twy C. PAEW occasionally on rwys and twys. Noise abatement procedures in effect, for information ctc 775–782–9871. Sailplane tfc pattern Rwy 30 and Rwy 34 rgt tfc. Snow removal during dalgt hours only. Rwy 30G ldgs only; no tkf or ldg Rwy 12G. ACTIVATE MIRL Rwy 16–34, VASI Rwy 16 and Rwy 34—CTAF. NOTE: See Special Notices—Glider/Soaring Activities Around the Reno-Tahoe International Airport.

WEATHER DATA SOURCES: AWOS–3 119.325 (775) 782–6264.

COMMUNICATIONS: CTAF/UNICOM 123.05

RENO APP/DEP CON 119.2

RADIO AIDS TO NAVIGATION: NOTAM FILE MEV.

MUSTANG (H) VORTACW 117.9 FMG Chan 126 N39°31.88′ W119°39.37′ 172° 32.1 NM to fld. 5949/16E.

COMM/NAV/WEATHER REMARKS: For clnc del call Reno apch con on (775) 348–8840.

MORMON MESA N36°46.16′ W114°16.65′ NOTAM FILE RNO. — LAS VEGAS H–4I, L–9B

(L) VORTAC 114.3 MMM Chan 90 198° 14.5 NM to Perkins Fld. 2120/16E. **HIWAS.**

VORTAC unusable:

060°–075° beyond 27 NM below 9500′

075°–110° beyond 32 NM below 9600′

110°–135° beyond 10 NM

280°–335° beyond 22 NM below 9000′

RCO 122.1R 114.3T (RENO RADIO)

MOUNT LEWIS N40°24.18′ W116°52.09′ — SALT LAKE CITY H–3C, L–9B

RCO 122.65 (RENO RADIO)

MOUNT POTOSI N35°56.65′ W115°29.87′ — LAS VEGAS L–7D

RCO 122.35 (RENO RADIO)

MUSTANG N39°31.88′ W119°39.37′ NOTAM FILE RNO. — SAN FRANCISCO H–3B, L–9A

(H) VORTACW 117.9 FMG Chan 126 234° 5.5 NM to Reno/Tahoe Intl. 5949/16E.

VORTAC unusable 200–230° beyond 30 NM below 13,000′

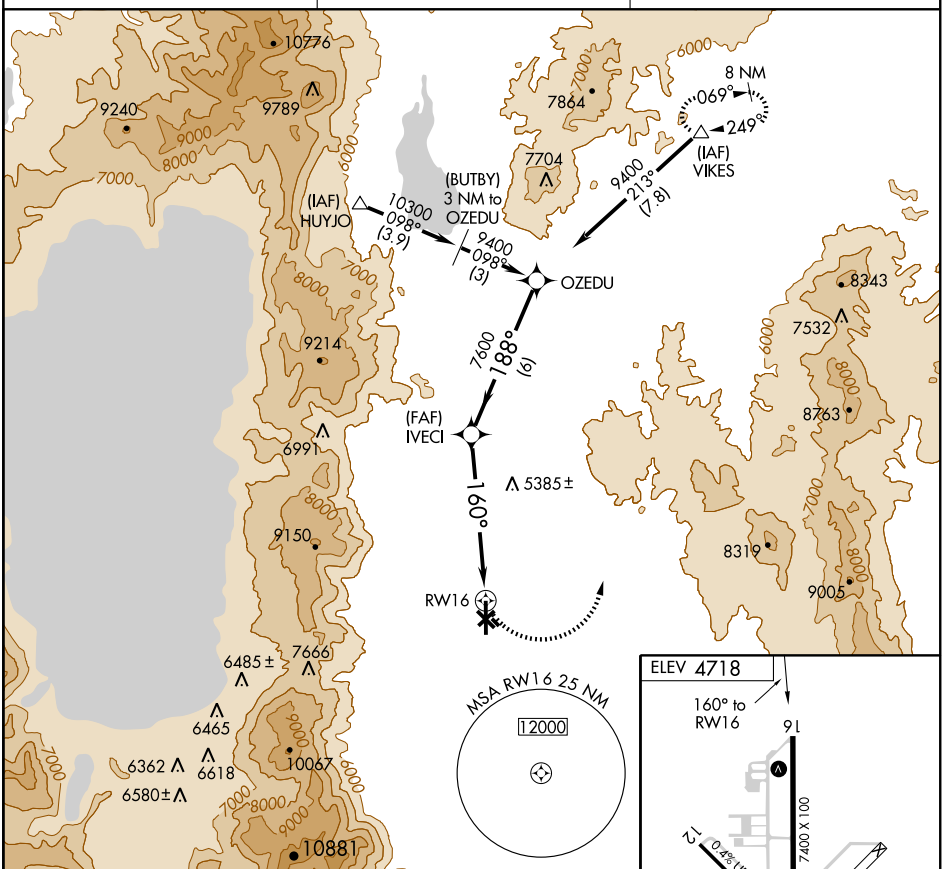
APP CRS	Rwy Idg	N/A
160°	TDZE	N/A
	Apt Elev	4718

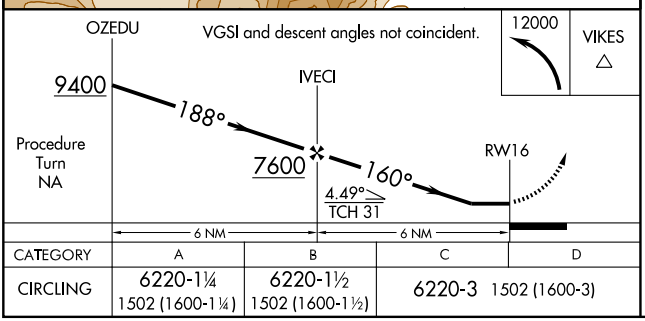
GPS-A
MINDEN-TAHOE (MEV)

NA

MISSED APPROACH: Climbing left turn to 12000 direct VIKES WP and hold.

AWOS-3	RENO APP CON	UNICOM
119.325	119.2 279.55	123.05 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	6220-1¼ 1502 (1600-1¼)	6220-1½ 1502 (1600-1½)	6220-3 1502 (1600-3)	

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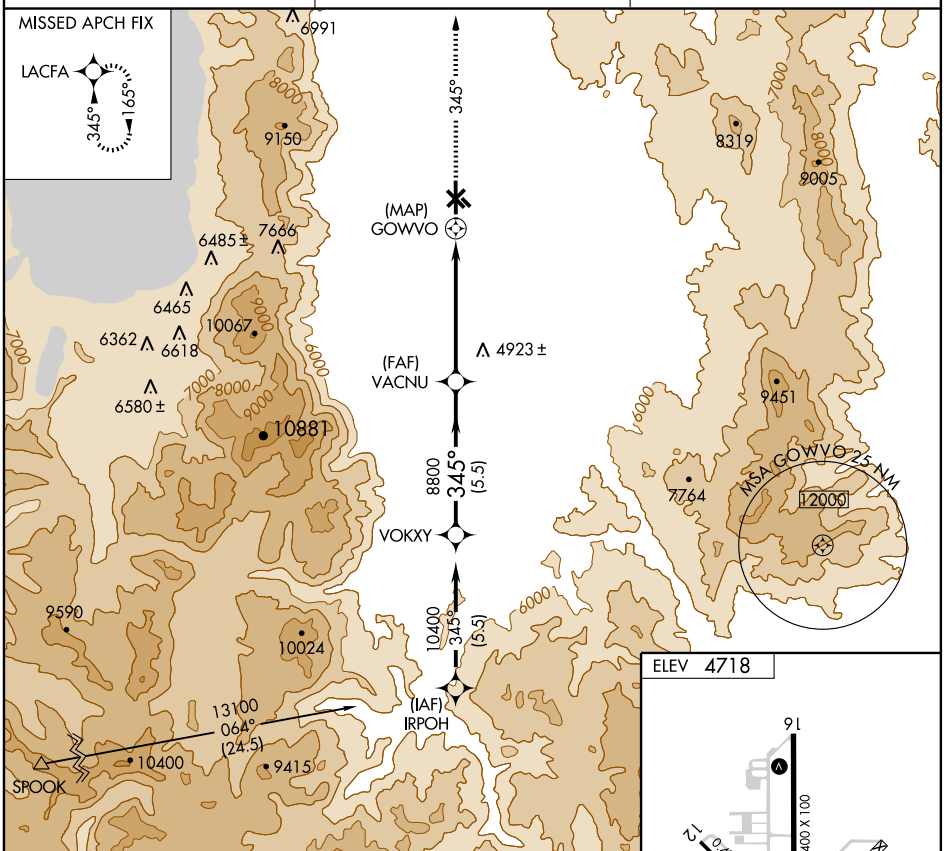
APP CRS	Rwy Idg	N/A
345°	TDZE	N/A
	Apt Elev	4718

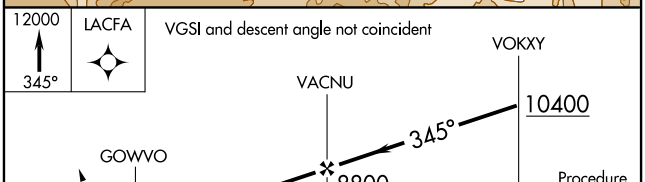
GPS-B
MINDEN-TAHOE (MEV)

NA

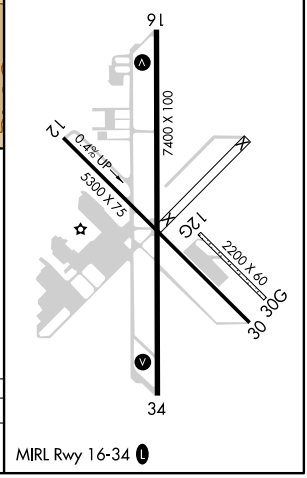
MISSED APPROACH: Climb to 12000 via 345° course to LACFA WP and hold.

AWOS-3	RENO APP CON	UNICOM
119.325	119.2 279.55	123.05 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	6600-1¼ 1882 (1900-1¼)	6600-1½ 1882 (1900-1½)	6600-3	1882 (1900-3)



MIRL Rwy 16-34 L

SW-4, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

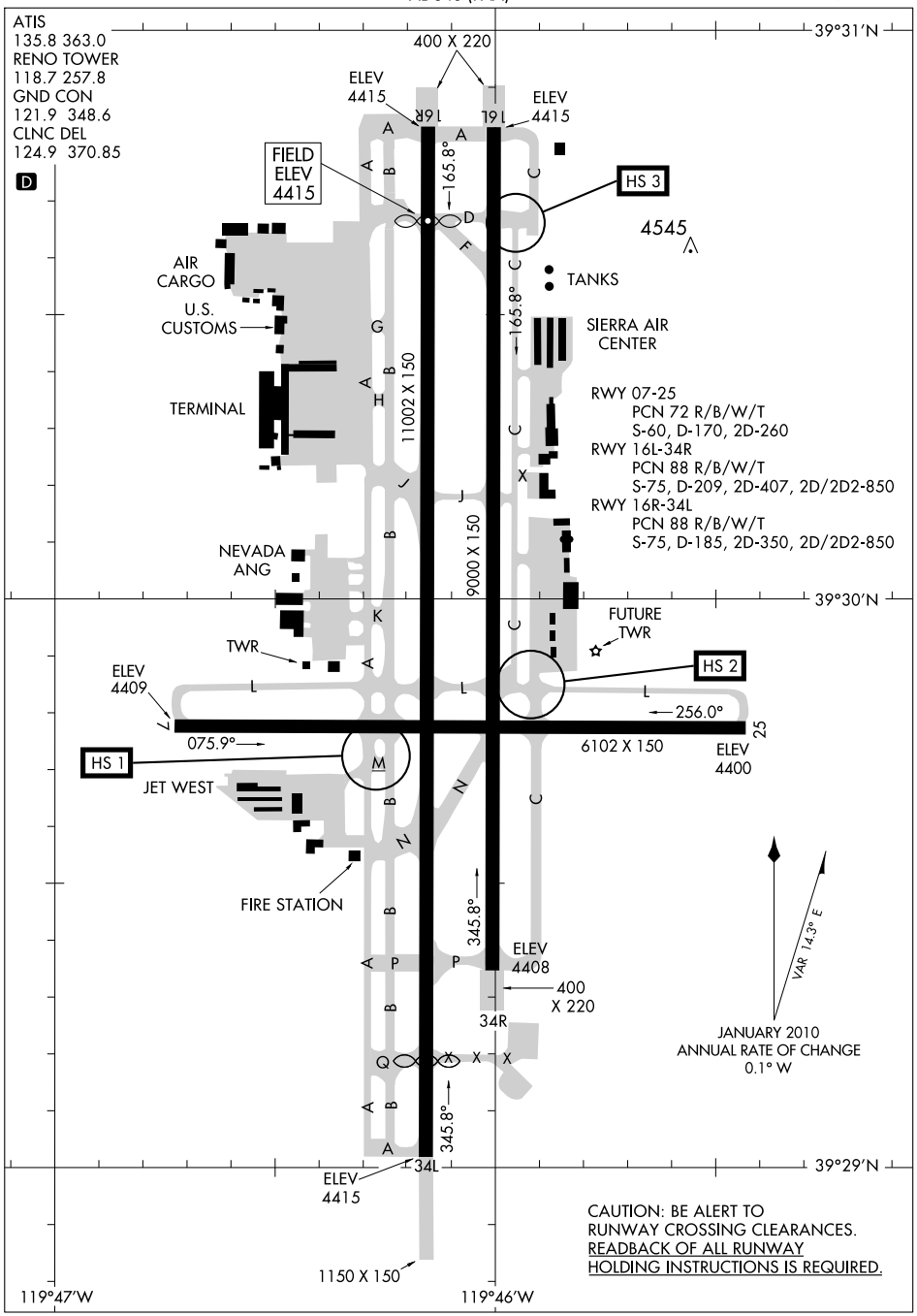
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
LAS VEGAS, NV		
McCARRAN INTL (LAS)	HS 1	Rwy 01R-19L, Twy S and the ramp.
	HS 2	Rwy 01R-19L and Rwy 01L-19R, Twy U.
	HS 3	Rwy 01R-19L and Rwy 01L-19R, Twy Y.
	HS 4	Rwy 07L and Rwy 01L, co-located rwy holding position markings.
	HS 5	Twy E.
LAS VEGAS, NV		
NORTH LAS VEGAS (VGT)	HS 1	Rwy 07, Twy G and Twy F.
	HS 2	Rwy 12R, Twy G.
	HS 3	Rwy 12R, Twy A and Twy B.
	HS 4	Rwy 12L, Twy A.
MESA, AZ		
FALCON FIELD (FFZ)	HS 1	Rwy 04R-22L, Twy B and Twy D
MINDEN, NV		
MINDEN-TAHOE (MEV)	HS 1	Complex int.
	HS 2	Frequent crossings for sailplane operations.
PHOENIX, AZ		
PHOENIX-MESA GATEWAY (IWA)	HS 1	Twy V, Twy B, and Twy K complex int.
PHOENIX, AZ		
PHOENIX SKY HARBOR INTL (PHX)	HS 1	Pilots sometimes mistake Twy F for Rwy 07L or Rwy 07R.
	HS 2	Pilots sometimes cross Rwy 07L-25R at Twy F8, Twy F9, or Twy F10, without authorization.
PROVO, UT		
PROVO MUNI (PVU)	HS 1	Twy A and Twy A3 close proximity to ramp and rwys.
RENO, NV		
RENO/TAHOE INTL (RNO)	HS 1	Rwy 07-25, Twy A and Twy B.
	HS 2	Twy C and the ramp.
	HS 3	Rwy 16L, Twy C and Twy D.
SALT LAKE CITY, UT		
SALT LAKE CITY INTL (SLC)	HS 1	Hold line on apch end of Rwy 32 protects Rwy 35.
	HS 2	Confusing int. Twy K2 ramp in close proximity to Rwy 17-35.
	HS 3	Area not visible from control twr.
TUCSON, AZ		
RYAN FIELD (RYN)	HS 1	Rwy 33 and Rwy 06R, Twy B.
TUCSON, AZ		
TUCSON INTL (TUS)	HS 1	Twy A, Twy D and Twy A3, complex int.
	HS 2	Rwy 11L and Rwy 11R apch areas.
	HS 3	Rwy 29R and Rwy 29L.
	HS 4	Twy A5 and Twy A6 in close proximity of Rwy 11L-29R.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

AIRPORT DIAGRAM

RENO/TAHOE INTL (RNO)
RENO, NEVADA

AL-346 (FAA)

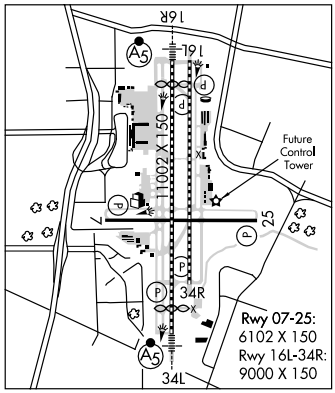


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RENO/TAHOE INTL (RNO) 3 SE UTC−8(−7DT) N39°29.95′ W119°46.09′ **SAN FRANCISCO**
4415 B S4 **FUEL** 100LL, JET A1 + OX 1, 2, 3, 4 **H–3B, L–9A**
TPA—See Remarks LRA Class I, ARFF Index C NOTAM FILE RNO **IAP, AD**

RWY 16R–34L: H11002X150 (CONC–GRVD) S–75, D–185, 2D–350, 2D/2D2–850 PCN 88 R/B/W/T HIRL CL
RWY 16R: MALSR. PAPI(P4L)—GA 3.1° TCH 105′. Thld dsplcd 999′.
RWY 34L: MALSR. PAPI(P4L)—GA 3.54° TCH 72′. Thld dsplcd 990′. Ground.
RWY 16L–34R: H9000X150 (CONC–GRVD) S–75, D–209, 2D–407, 2D/2D2–850 PCN 88 R/B/W/T HIRL CL
RWY 16L: REIL. PAPI (P4L)—GA 3.0° TCH 75′.
RWY 34R: REIL. PAPI(P4L)—GA 3.0° TCH 75′.
RWY 07–25: H6102X150 (CONC–GRVD) S–60, D–170, 2D–260 PCN 72 R/B/W/T MIRL
RWY 07: REIL. PAPI(P4L)—GA 3.2° TCH 48′. Pole.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Tree.



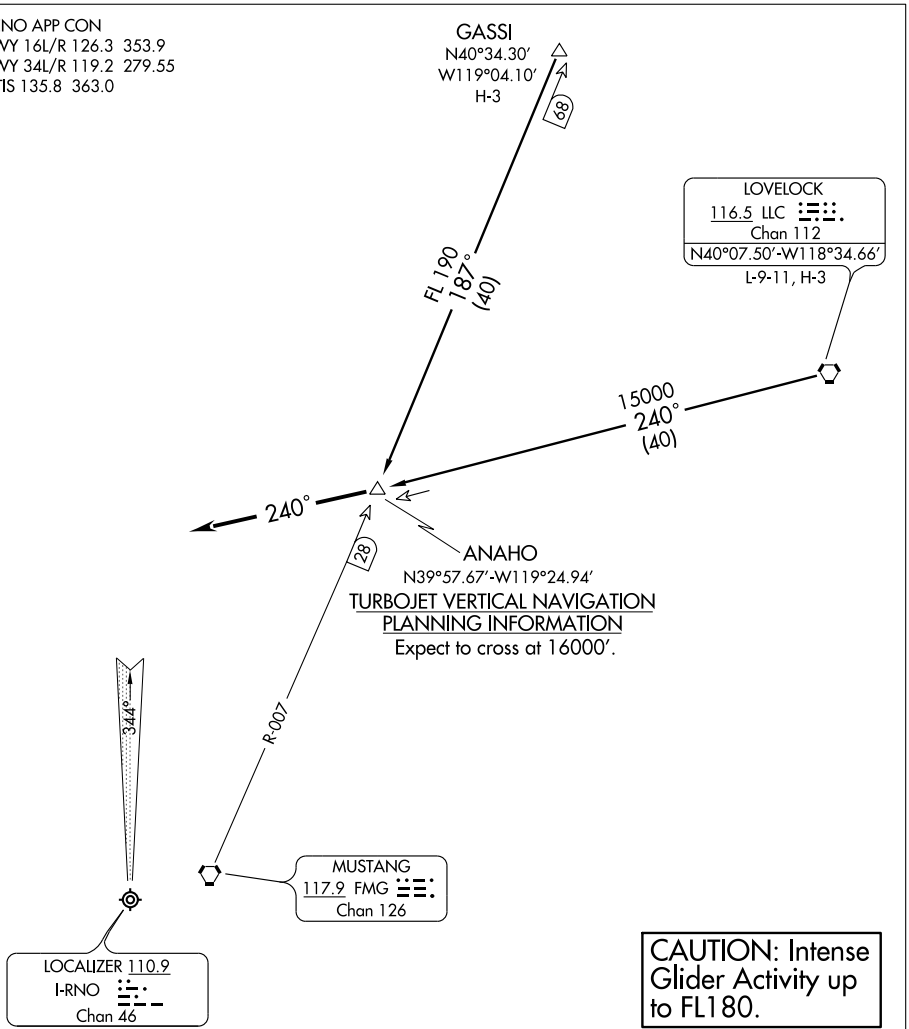
RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA–6102 TODA–6102 ASDA–5854 LDA–5854
RWY 25: TORA–6102 TODA–6102 ASDA–6102 LDA–6102
AIRPORT REMARKS: Attended continuously. **CAUTION:** Intensive glider activity invof arpt and surrounding areas up to 18.000′. Waterfowl all quadrants all seasons. Concentrated NW of Rwy 16R and E of Rwy 16L. Rwy 25 PAPI not to be used byd 2 NM due to rapidly rising mountainous terrain. Rwy 34L and Rwy 34R PAPI not to be used beyond 6 NM due to high terrain. Construction 1/4 mile east midpoint Rwy 16L, structure 193′ AGL. Twy A between N Twy B and Twy D closed to acft with wingspan greater than 149′. Twy C between Twy L and Twy D clsd to air carrier acft. Twy C between Twy L and Twy D restricted to acft 60,000 pounds or less. TPA—5215(800) single engine, 5415(1000) larger/high performance acft. Noise sensitive area all quadrants. All commercial acft ctc ground control for advisories prior to push back on the terminal ramp. Pilots of turbojet acft use recommended noise abatement procedures, avbl on request. Pilots of non–turbojet acft use best abatement procedures and settings. Avoid as much as feasible flying over populated areas. Pure jet touch and go low apch and practice instrument approaches are prohibited; acft over 12500 lbs require prior written approval for training flights; for further information ctc arpt ops 1–877–736–6359. 24 hours PPR for transient acft parking with wingspans greater than 75′. LRA PPR call 775–784–5585, no after hours ldg without prior arrangement. Glider/soaring ops 30–50 miles S of arpt during visual flight rule weather and mountain wave wind conditions 1900Z‡ to SS. For MIRL Rwy 07–25 0600–1330Z‡, HIRL Rwy 16L–34R and centerline lgts 0800–1330Z‡ ctc twr. Touchdown rwy visual range and rwy visibility value Rwy 16R. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Glider/Soaring Activities around the Reno–Tahoe Intl Arpt, Continuous Power Facilities.
WEATHER DATA SOURCES: ASOS (775) 324–6659.
COMMUNICATIONS: D-ATIS 135.8 (775) 348–1550 **UNICOM** 122.95
RENO RCO 122.2 122.5 (RENO RADIO)
Ⓡ **RENO APP CON** 126.3 (FMG 220°–035°) Rwy 16 119.2 (FMG 036°–255°) Rwy 34
Ⓡ **RENO DEP CON** 126.3 (FMG 256°–035°) Rwy 34 119.2 (FMG 036°–219°) Rwy 16
RENO TOWER 118.7 **GND CON** 121.9 **CLNC DEL** 124.9
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.
MUSTANG (H) VORTACW 117.9 FMG Chan 126 N39°31.88′ W119°39.37′ 234° 5.5 NM to fld. 5949/16E.
ILS/DME 109.9 I–AGY Chan 36 Rwy 34L. Class IE. LOC front course unusable inside DUYEP (3.6 NM) above 8,500′ MSL at thld abv 6,400′ MSL.
ILS/DME 110.9 I–RNO Chan 46 Rwy 16R. Class ID. LOC backcourse unusable byd 20° left of course.

SPANISH SPRINGS (N86) 7 N UTC−8(−7DT) N39°39.99′ W119°43.39′ **SAN FRANCISCO**
4600 **FUEL** 100LL NOTAM FILE RNO
RWY 16–34: 3540X71 (DIRT) RWY LGTS(NSTD)
RWY 16: Building. **RWY 34:** Rgt tfc.
AIRPORT REMARKS: Unattended. Rwy 16–34 hazardous when wet. Ultralight activity on and invof arpt. No line of site between ends of rwy. Mountains West and North. Uncontrolled vehicle access across rwys. Rwy 16 gradient 2.5% up first 500′. Rwy 16 thresholds marked with 4 white cement pads flush to the ground. Rwy edge marked with reflectors.
COMMUNICATIONS: CTAF 122.9

ROSASCHI AIR PARK (See SMITH)

ANAHO TWO ARRIVAL

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NOTE: RADAR required.

NOTE: Chart not to scale.

GASSI TRANSITION (GASSI.ANAHO2): From over GASSI via FMG R-007 to ANAHO INT/DME. Thence....

LOVELOCK TRANSITION (LLC.ANAHO2): From over LLC VORTAC via LLC R-240 to ANAHO INT/DME. Thence....

....Depart ANAHO INT/DME heading 240° for vectors to final approach course.

ANAHO TWO ARRIVAL

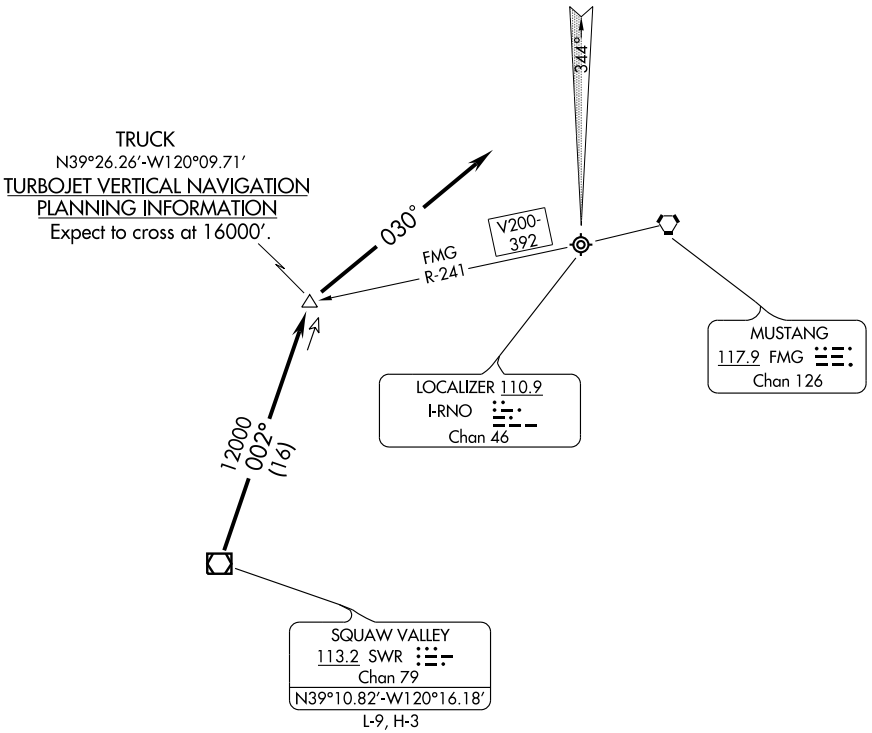
RENO, NEVADA
RENO/TAHOE INTL

(ANAHO.ANAHO2) 08325

CANNON TWO ARRIVAL

ST-346 (FAA)

RENO APP CON
RWY 16L/R 126.3 353.9
RWY 34L/R 119.2 279.55
ATIS 135.8 363.0



CAUTION: Intense Glider Activity up to FL180.

NOTE: RADAR Required.

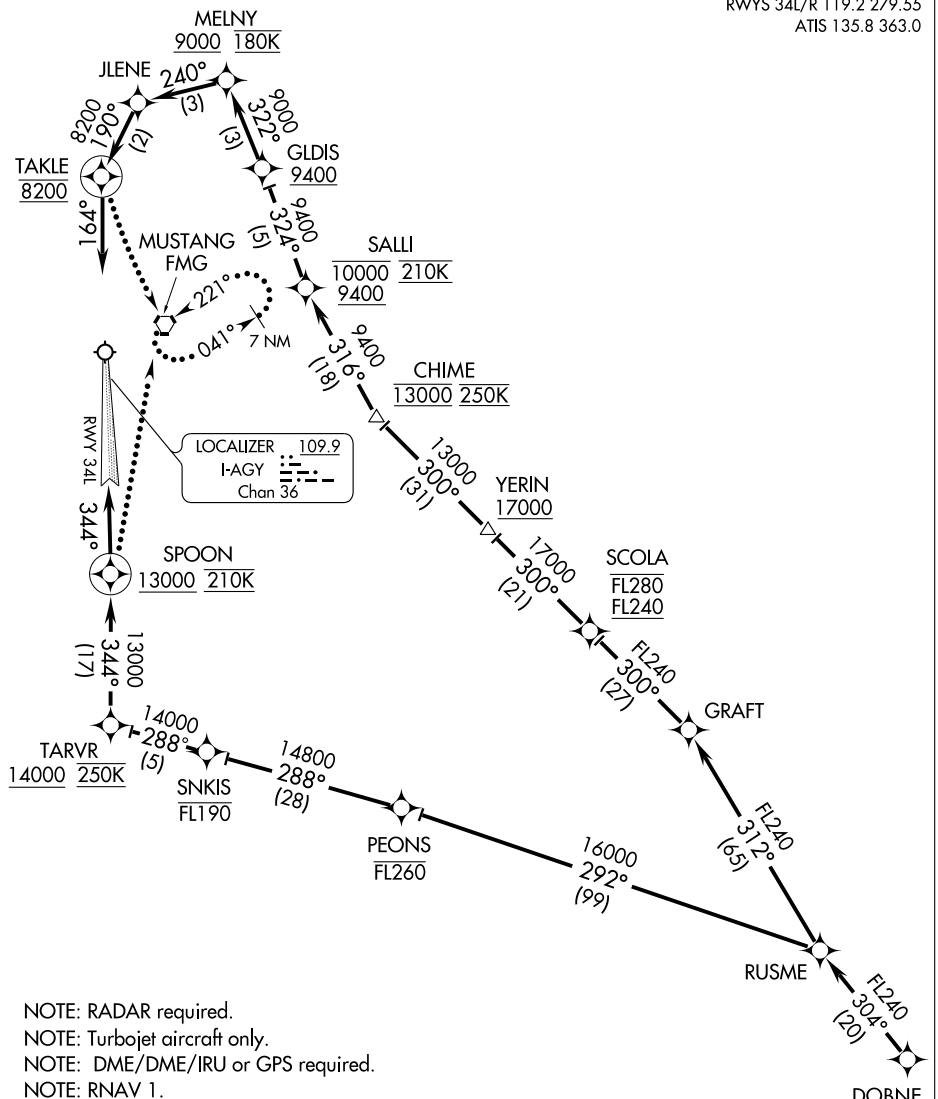
NOTE: Chart not to scale.

From over SWR VOR/DME via SWR R-002 to TRUCK INT/DME. Depart TRUCK INT/DME heading 030° for vectors to final approach.

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DOBNE ONE ARRIVAL (RNAV)

RENO APP CON
RWYS 16L/R 126.3 353.9
RWYS 34L/R 119.2 279.55
ATIS 135.8 363.0



NOTE: RADAR required.
NOTE: Turbojet aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: LANDING NORTH: For non-GPS equipped aircraft TPH, MVA, OAL, FMG and SWR DMEs must be operational.
NOTE: LANDING SOUTH: For non-GPS equipped aircraft TPH, MVA, FMG, and HZN DMEs must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-4, 21 OCT 2010 to 18 NOV 2010

DOBNE ONE ARRIVAL (RNAV)
(DOBNE.DOBNE1) 10154
RENO, NEVADA
RENO/TAHOE INTL

ARRIVAL DESCRIPTION

From DOBNE via 304° track to RUSME.

LANDING SOUTH (RWY 16R/16L): From RUSME via 312° track to GRAFT, then via 300° track to SCOLA, then via 300° track to YERIN, then via 300° track to CHIME, then via 316° track to SALLI, then via 324° track to GLDIS, then via 322° track to MELNY, then via 240° track to JLENE, then via 190° track to TAKLE, then via 164° heading. RWY 16R expect radar vectors to ILS final approach course. RWY 16L expect radar vectors to final approach course.

LANDING NORTH (RWY 34L/34R): From RUSME via 292° track to PEONS, then via 288° track to SNKIS, then via 288° track to TARVR, then via 344° track to SPOON, then via 344° heading. RWY 34L intercept I-AGY localizer. Proceed inbound, expect ILS/Visual approach. RWY 34R expect radar vectors to final approach course.

LOST COMMUNICATIONS: After DOBNE, descend via the assigned or expected runway transition.
LANDING SOUTH: At TAKLE, climbing left turn to 12000 direct to FMG and hold. Continue climb in holding to 12000.
LANDING NORTH: At SPOON, intercept and execute RWY 34L ILS approach. If unable, turn right direct to FMG and hold, maintain 12000.

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VORTAC FMG	APCH CRS	Rwy ldg N/A
117.9	239°	TDZE N/A
Chan 126		Arpt Elev 4415

JAL-346 [USN]

RENO/TAHOE INTL (KRNO)

** Category E circling not authorized to Rwy 7-25. Approaches RADAR monitored by Reno APP CON. Arrivals from East and aircraft on missed approach may be vectored to final.

* MISSED APPROACH: Climbing right turn to 13,000 via heading 060°. Intercept FMG VORTAC R-020 to 13 DME then arc CW via FMG 13 mile arc to OKUGE and hold.

ATIS	RENO APP CON	RENO TOWER	GND CON	CLNC DEL
135.8 363.0	Rwy 16L/R 126.3 353.9 Rwy 34L/R 119.2 279.55	118.7 257.8	121.9 348.6	124.9 370.85

* CAUTION: Missed Approach Minimum Climb Rate to 9000 (CAT CD only)

Knots	120	180	240	300	360
V/V(fpm)	460	690	920	1150	1380

Controlling Obstacle 8248'

NOT FOR CIVIL USE

8426 6161 7402 8248 6399 5557 4698 5878 4822 5980 7198 5679 5177 6361 6862 10,776

FMG 13 Arc

R-020 R-239 239° 059°

(IAF) WAKLO FMG 18

OKUGE FMG 13

MITAE FMG 9

PUVUE FMG 7

HAZEN 13,000 (14) 276° 13,000 (29) 279°

FALLON 5928

MSA FMG 25 NM 10,000 9600 12,000 070° 170° 310°

MUSTANG 117.9 FMG Chan 126

10 NM 5000 7000

(a) 059° 129° (b) (c) 300° (c)

EMERG SAFE ALT 100 NM 14,600 FROM "FMG" VORTAC

ELEV 4415 ±4474

A5 P 16L 16R P 239° 5.0 NM from FAF

TWR 4488 11,002 x 150 9000 x 150 6102 x 150 4447 ± 4482 7 25 34R 34L

REIL Rwy 7, 25, 16L and 34R
MIRL Rwy 7-25
HIRL Rwy 16R-34L and 16L-34R

Rwy 16R ldg 10,000
Rwy 34L ldg 10,010

13,000 hdg 060°

FMG R-020 13 Arc

OKUGE FMG 13

WAKLO 18 13,000

PUVUE 7 MITAE 9 OKUGE 13 239°

VORTAC

JINTU 5

8600 9000 7700

5.0 NM

CATEGORY	C	D	E
CIRCLING**	5960-3 1545 (1600-3)		6680-3 2265 (2300-3)

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
LAS VEGAS, NV		
McCARRAN INTL (LAS)	HS 1	Rwy 01R-19L, Twy S and the ramp.
	HS 2	Rwy 01R-19L and Rwy 01L-19R, Twy U.
	HS 3	Rwy 01R-19L and Rwy 01L-19R, Twy Y.
	HS 4	Rwy 07L and Rwy 01L, co-located rwy holding position markings.
	HS 5	Twy E.
LAS VEGAS, NV		
NORTH LAS VEGAS (VGT)	HS 1	Rwy 07, Twy G and Twy F.
	HS 2	Rwy 12R, Twy G.
	HS 3	Rwy 12R, Twy A and Twy B.
	HS 4	Rwy 12L, Twy A.
MESA, AZ		
FALCON FIELD (FFZ)	HS 1	Rwy 04R-22L, Twy B and Twy D
MINDEN, NV		
MINDEN-TAHOE (MEV)	HS 1	Complex int.
	HS 2	Frequent crossings for sailplane operations.
PHOENIX, AZ		
PHOENIX-MESA GATEWAY (IWA)	HS 1	Twy V, Twy B, and Twy K complex int.
PHOENIX, AZ		
PHOENIX SKY HARBOR INTL (PHX)	HS 1	Pilots sometimes mistake Twy F for Rwy 07L or Rwy 07R.
	HS 2	Pilots sometimes cross Rwy 07L-25R at Twy F8, Twy F9, or Twy F10, without authorization.
PROVO, UT		
PROVO MUNI (PVU)	HS 1	Twy A and Twy A3 close proximity to ramp and rwys.
RENO, NV		
RENO/TAHOE INTL (RNO)	HS 1	Rwy 07-25, Twy A and Twy B.
	HS 2	Twy C and the ramp.
	HS 3	Rwy 16L, Twy C and Twy D.
SALT LAKE CITY, UT		
SALT LAKE CITY INTL (SLC)	HS 1	Hold line on apch end of Rwy 32 protects Rwy 35.
	HS 2	Confusing int. Twy K2 ramp in close proximity to Rwy 17-35.
	HS 3	Area not visible from control twr.
TUCSON, AZ		
RYAN FIELD (RYN)	HS 1	Rwy 33 and Rwy 06R, Twy B.
TUCSON, AZ		
TUCSON INTL (TUS)	HS 1	Twy A, Twy D and Twy A3, complex int.
	HS 2	Rwy 11L and Rwy 11R apch areas.
	HS 3	Rwy 29R and Rwy 29L.
	HS 4	Twy A5 and Twy A6 in close proximity of Rwy 11L-29R.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

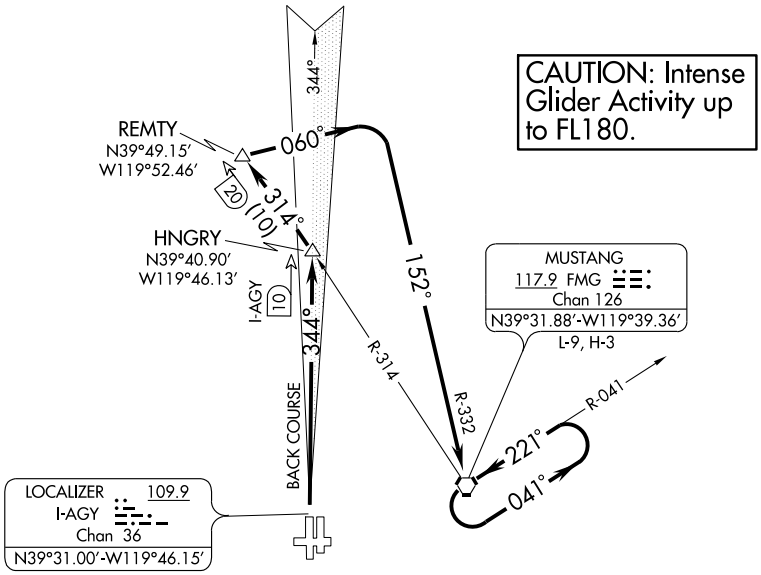
HUNGRY TWO DEPARTURE

ATIS 135.8 363.0
CLNC DEL
124.9 370.85
GND CON
121.9 348.6
RENO TOWER
118.7 257.8
RENO DEP CON
126.3 353.9

TAKE-OFF OBSTACLE NOTES

Rwy 34L: Multiple trees and pole beginning 1229′ from DER, 180′ right of centerline, up to 20′ AGL/4498′ MSL.
Multiple trees beginning 1193′ from DER, 331′ left of centerline, up to 20′ AGL/4489′ MSL.

Rwy 34R: Multiple trees and pole beginning 1067′ from DER, 172′ right of centerline, up to 20′ AGL/4497′ MSL.
Multiple trees and pole beginning 1230′ from DER, 350′ left of centerline, up to 20′ AGL/4498′ MSL.
Building 1.2 NM from DER, 1730′ right of centerline, 363′ AGL/4780′ MSL.



TAKE-OFF MINIMUMS

Rwy 7: NA- obstacles
Rwys 16L, 16R, 25: NA-ATC.
Rwy 34L: Standard with minimum climb of 315′ per NM to 8400.
Rwy 34R: Standard with minimum climb of 480′ per NM to 8400 or, 500-1½ with minimum climb of 315′ per NM to 8400.

NOTE: DME required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34L/R: Climb to 10000 or assigned altitude via I-AGY localizer north course to HNGRY INT/I-AGY 10 DME, and intercept FMG R-314 to REMTY/FMG 20 DME, and right turn heading 060° to intercept FMG R-332 to FMG VORTAC. Climb in FMG holding pattern to depart FMG VORTAC at or above MEA/MCA for route of flight. Expect clearance to requested altitude five minutes after departure.

SW-4, 21 OCT 2010 to 18 NOV 2010
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ILS or LOC/DME RWY 34L

RENO/TAHOE INTL (RNO)

LOC/DME I-AGY	APP CRS	Rwy Idg	10012
109.9	344°	TDZE	4410
Chan 36		Apt Elev	4415

Inoperative table does not apply.
If local altimeter setting not received, procedure NA.

MALSR

MISSED APPROACH: Climb to 11000 via heading 350° and FMG VORTAC R-332 to PYRAM INT/FMG 22.2 DME and hold, continue climb-in-hold to 11000.

ATIS	RENO APP CON		RENO TOWER	GND CON	CLNC DEL
135.8 363.0	126.3 353.9 Rwys 16L/R	119.2 279.55 Rwys 34L/R	118.7 257.8	121.9 348.6	124.9 370.85

MISSED APCH FIX
R-332
R-286
152°
332°
PYRAM FMG 22.2
114.1 HZN Chan 88
117.9 FMG Chan 126

LOCALIZER 109.9 I-AGY Chan 36

MUSTANG 117.9 FMG Chan 126

10 NM

10500 to APIME 179° (20.6)

DUYEP I-AGY 5.4

CALEG I-AGY 8

EPOSE I-AGY 11.8

WAGGE I-AGY 15.3

APIME INT I-AGY 19

SQUAW VALLEY 113.2 SWR Chan 79

VIKES SWR 32.4

MSA FMG 25 NM
170°
10000
9600
070°
12000
310°

R-062
11500
071°
(23.3)
R-071
9400 (3.7)
10500 to APIME 164° (3.7)
11000 242° (8.6)
(3.5)
8300

(IF/IAF)
APIME INT
I-AGY 19
1 min
164°
344°

10500 NoPT 344° (5.6)
(IAF)
SPOON
I-AGY 24.6
RADAR

4918 4801 4780 4698 5980± 4632 4660 4666 4469 5027 4702± 4849± 5215± 5689± 6274± 7198 6862 7337 10776 9789 7864 9240 8343 7532 9214 6991 7704

ELEV 4415 4474±

D

4545 4482 4447± 4478±

TWR 4488

11002 X 150
9000 X 150
6102 X 150

19L 19R 16L 16R 25 34R 34L

TDZE 4410

344° 10 NM from FAF

MIRL Rwy 7-25
REIL Rwys 7, 16L, 25 and 34R
HIRL Rwys 16R-34L and 16L-34R

11000 hdg 350°

FMG R-332

PYRAM △

APIME INT I-AGY 19

WAGGE I-AGY 15.3

EPOSE I-AGY 11.8

DUYEP I-AGY 5.4

CALEG I-AGY 8

I-AGY 3.8

I-AGY 1.8

8300

344° 9400

164° 344° 10500

GS 3.54°
TCH 45

5800 6800 8300

VGSI and ILS glidepath not coincident.

One Minute Holding Pattern

2 NM 1.6 2.6 3.8 NM 3.5 NM 3.7 NM

CATEGORY	A	B	C	D
S-ILS 34L	4946-1½ 536 (600-1½)			NA
S-LOC 34L	5120-1 710 (800-1)		5120-2 710 (800-2)	NA
CIRCLING	5340-1¼ 925 (1000-1¼)		5340-2¾ 925 (1000-2¾)	NA

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SW-4, 21 OCT 2010 to 18 NOV 2010

ILS RWY 16R

RENO/TAHOE INTL (RNO)

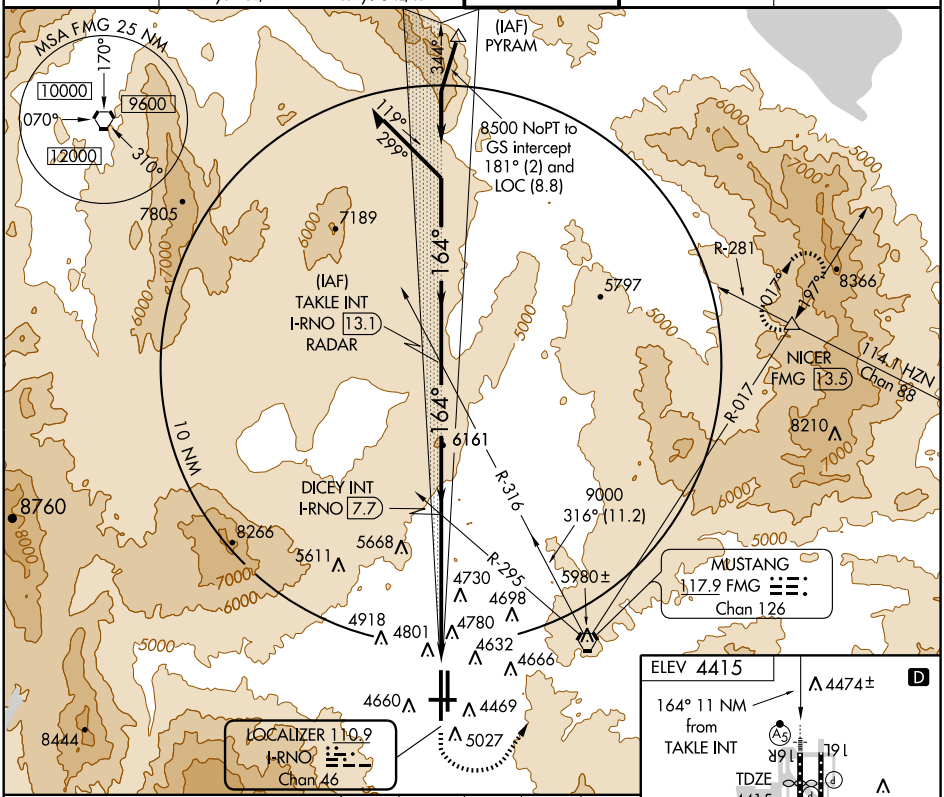
LOC/DME I-RNO	APP CRS	Rwy Idg	10003
110.9	164°	TDZE	4415
Chan 46		Apt Elev	4415

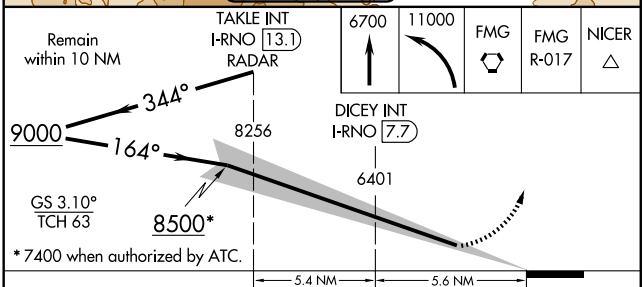
Inoperative table does not apply.
When GS not used, use LOC Rwy 16R procedure.

MALSR

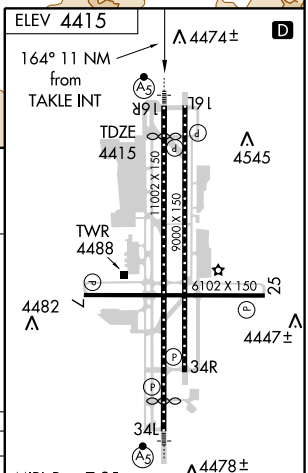
MISSED APPROACH: Climb to 6700, then climbing left turn to 11000 direct FMG VORTAC, then via FMG R-017 to NICER INT/FMG 13.5 DME and hold.

ATIS	RENO APP CON		RENO TOWER	GND CON	CLNC DEL
135.8 363.0	126.3 353.9 Rwys 16L/R	119.2 279.55 Rwys 34L/R	118.7 257.8	121.9 348.6	124.9 370.85



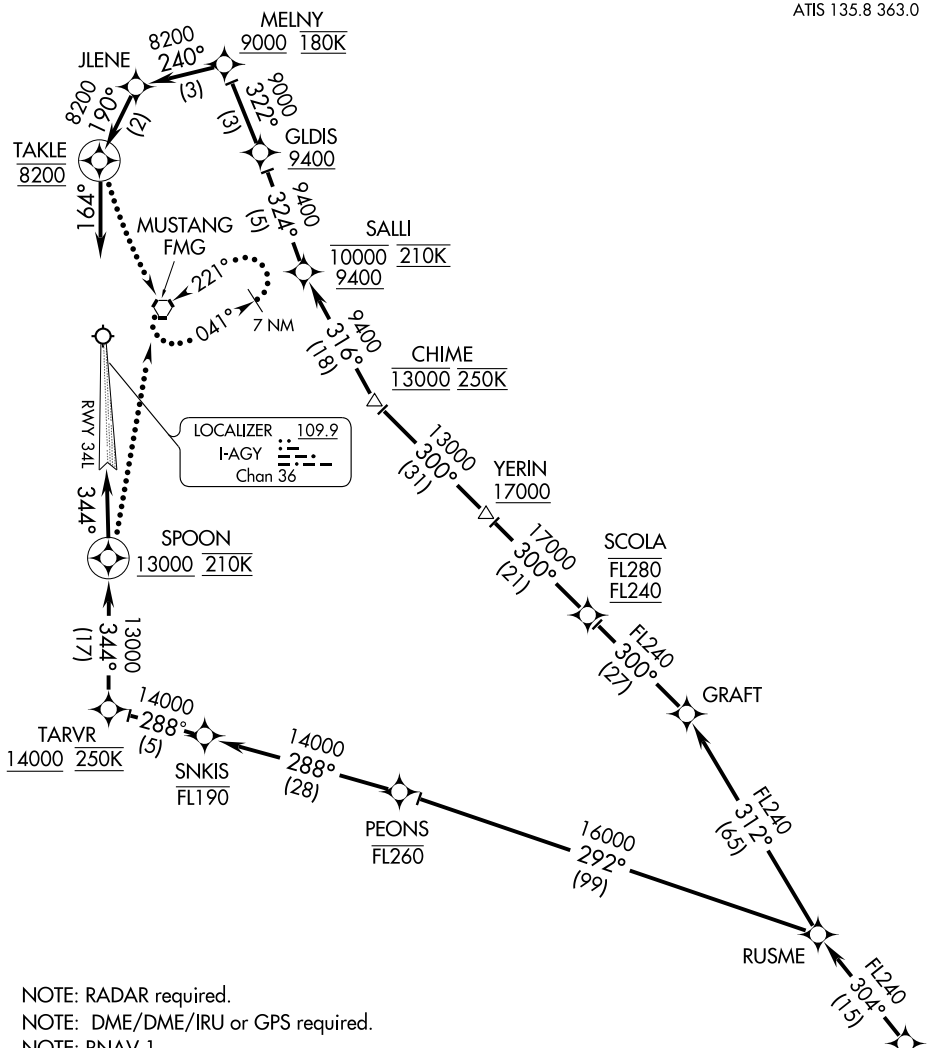


CATEGORY	A	B	C	D
S-ILS 16R	6446-7 2031 (2100-7)			
S-LOC 16R	NA			
CIRCLING	NA			



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RENO APP CON
RWYS 16L/R 126.3 353.9
RWYS 34L/R 119.2 279.55
ATIS 135.8 363.0



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: LANDING NORTH: For non-GPS equipped aircraft TPH, MVA, OAL, FMG and HZN DMEs must be operational.
NOTE: LANDING SOUTH: For non-GPS equipped aircraft TPH, MVA, OAL, and SWR DMEs must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-4, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

From KENNO via 304° track to RUSME.

LANDING SOUTH (Rwy 16R/16L) (KENNO.KENNO1): From RUSME via 312° track to GRAFT, thence as depicted to TAKLE, then via 164° course. Rwy 16R expect RADAR vectors to ILS final approach course. Rwy 16L expect RADAR vectors to final approach course.
LANDING NORTH (Rwy 34L/34R) (KENNO.KENNO1): From RUSME via 292° track to PEONS, thence as depicted to SPOON, then via 344° heading. Rwy 34L intercept I-AGY localizer. Proceed inbound, expect ILS/Visual approach. Rwy 34R expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:
After KENNO, descend via the assigned or expected runway transition.
LANDING SOUTH: At TAKLE, climbing left turn to 12000 direct to FMG and hold. Continue climb in holding to 12000.
LANDING NORTH: At SPOON, intercept and execute Rwy 34L ILS approach. If unable, turn right direct to FMG and hold, maintain 12000.

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LOC/DME I-RNO	APP CRS	Rwy Idg	10003
110.9	164°	TDZE	4415
Chan 46		Apt Elev	4415

LOC RWY 16R

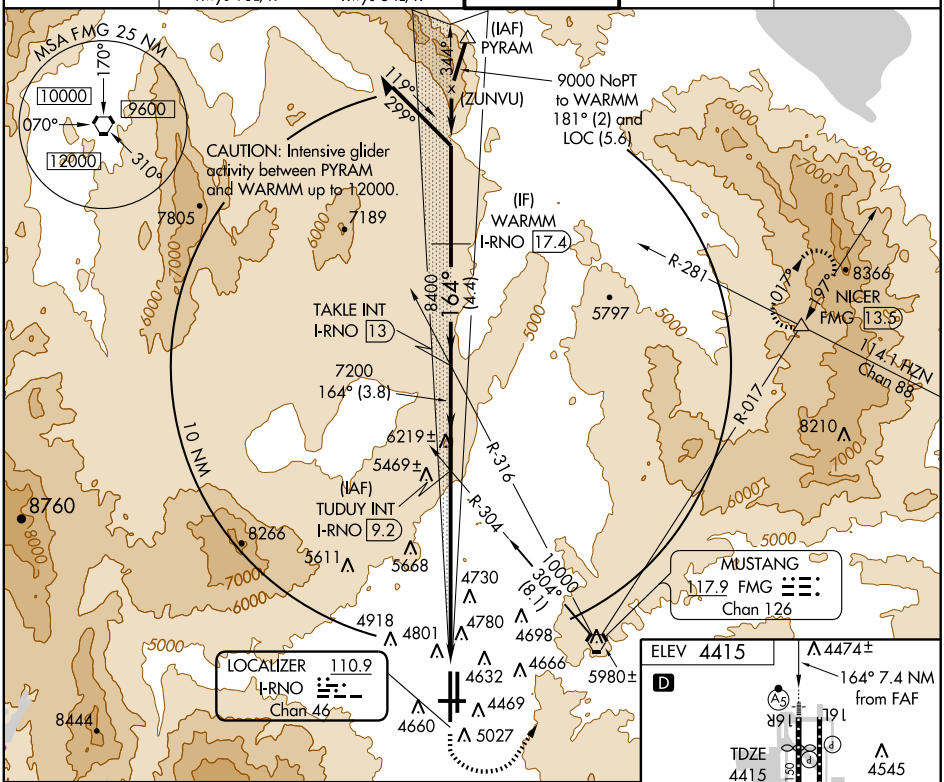
RENO/TAHOE INTL (RNO)

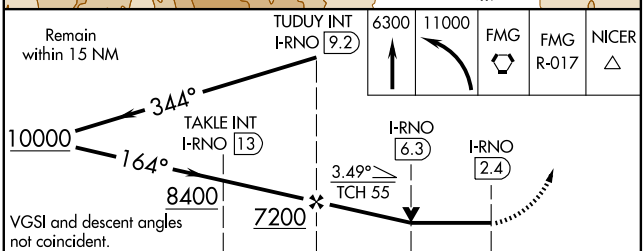
Inoperative table does not apply to S-16R Cats A and B. For inoperative MALSR; increase S-16R Cat E visibility to 3 miles. VDP does not apply to Cat E aircraft.

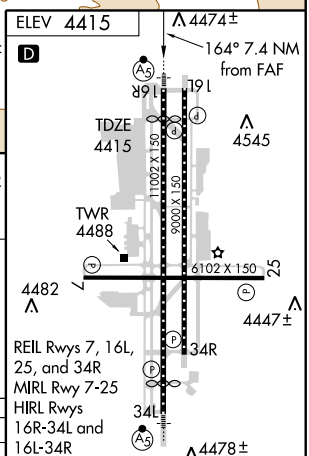
MALSR

MISSED APPROACH: Climb to 6300, then climbing left turn to 11000 direct FMG VORTAC and via FMG VORTAC R-017 to NICER INT/FMG 13.5 DME and hold, continue climb-in-hold to 11000.

ATIS	RENO APP CON		RENO TOWER	GND CON	CLNC DEL
135.8 363.0	126.3 353.9 Rwys 16L/R	119.2 279.55 Rwys 34L/R	118.7 257.8	121.9 348.6	124.9 370.85







CATEGORY	A	B	C	D	E
S-16R	5980/60 1565 (1600-1¼)	5980-1½ 1565 (1600-1½)	5980-2½ 1565 (1600-2½)		6100-2½ 1685 (1700-2½)
CIRCLING	5980-1¼ 1565 (1600-1¼)	5980-1½ 1565 (1600-1½)	5980-3 1565 (1600-3)		6780-3 2365 (2400-3)

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

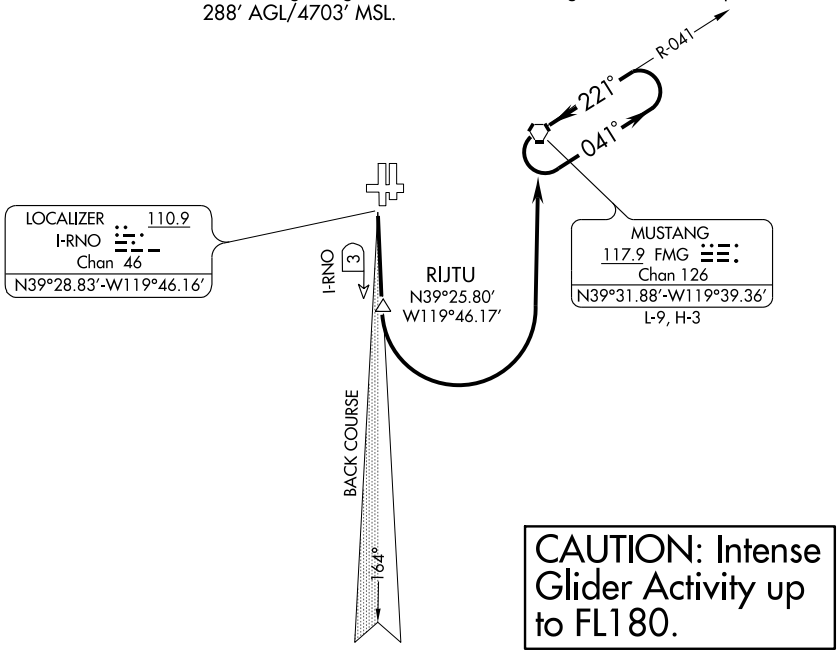
SW-4, 21 OCT 2010 to 18 NOV 2010

ATIS 135.8 363.0
CLNC DEL
124.9 370.85
GND CON
121.9 348.6
RENO TOWER
118.7 257.8
RENO DEP CON
119.2 325.8

TAKE-OFF OBSTACLE NOTES

Rwy 16L: Multiple antennas, trees, and light poles beginning 618′ from DER, 131′ left of centerline, up to 40′ AGL/4449′ MSL.
Terrain beginning 5189′ from DER, 821′ left of centerline, up to 5027′ MSL.

Rwy 16R: Multiple antennas, trees, and light poles beginning 746′ from DER, 380′ left of centerline, up to 95′ AGL/4510′ MSL.
Terrain beginning 2784′ from DER, 990′ right of centerline, up to 288′ AGL/4703′ MSL.



TAKE-OFF MINIMUMS

Rwy 7: NA- obstacles
Rwys 25, 34L/34R: NA- ATC.
Rwy 16L: Standard with minimum climb of 740′ per NM to 8000 or, 600-1¼ with minimum climb of 525′ per NM to 8000.
Rwy 16R: Standard with minimum climb of 740′ per NM to 8000 or, 600-1¼ with minimum climb of 525′ per NM to 8000.

NOTE: DME required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 16L/R: Climb to 10000 or assigned altitude, via I-RNO south course to RIJTU/3 DME, then left turn direct FMG VORTAC. Climb in FMG holding pattern to depart FMG VORTAC at or above MEA/MCA for direction of flight. Expect clearance to requested altitude five minutes after departure.

SW-4, 21 OCT 2010 to 18 NOV 2010

TAKE-OFF MINIMUMS

Rwy 7: NA- Obstacles.

Rwy 16L: Standard with minimum climb of 730′ per NM to 10900, or 600-1¼ with minimum climb of 352′ per NM to 10900.

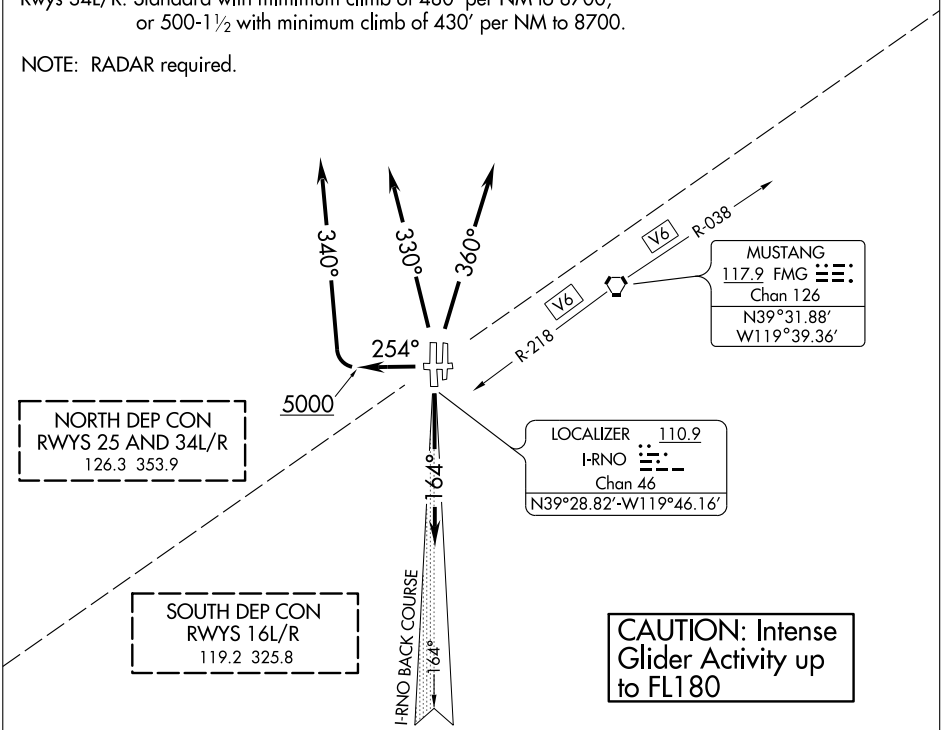
Rwy 16R: Standard with minimum climb of 460′ per NM to 10900, or 300-1 with minimum climb of 395′ per NM to 10900.

Rwy 25: Standard with minimum climb of 500′ per NM to 9700.

Rwys 34L/R: Standard with mimimum climb of 480′ per NM to 8700, or 500-1½ with minimum climb of 430′ per NM to 8700.

NOTE: RADAR required.

ATIS 135.8 363.0
CLNC DEL
124.9 370.85
GND CON
121.9 348.6
RENO TOWER
118.7 257.8



TAKEOFF OBSTACLE NOTES

Rwy 16L: Multiple poles, trees, bushes, terrain and buildings with antennas and cameras beginning 618′ from DER, 131′ left of centerline, up to 20′ AGL/4959′ MSL.

Rwy 16R: Multiple trees beginning 2784′ from DER, 171′ right of centerline, up to 20′ AGL/4510′ MSL.
Multiple trees and terrain beginning 746′ from DER, 380′ left of centerline, up to 20′ AGL/4723′ MSL.

Rwy 25: Multiple trees, poles, fences, and vent on building beginning 222′ from DER, 201′ right of centerline, up to 103′ AGL/4608′ MSL.
Multiple trees, poles and a sign beginning 500′ from DER, 31′ left of centerline, up to 20′ AGL/4506′ MSL.

Rwy 34L: Multiple trees and pole beginning 1229′ from DER, 180′ right of centerline, up to 20′ AGL/4498′ MSL.
Multiple trees beginning 1193′ from DER, 331′ left of centerline, up to 20′ AGL/4489′ MSL.

Rwy 34R: Multiple trees and poles beginning 1067′ from DER, 172′ right of centerline, up to 20′ AGL/4497′ MSL.
Multiple trees beginning 1230′ from DER, 350′ left of centerline, up to 20′ AGL/4498′ MSL.
Building 1.2 NM from DER, 1730′ right of centerline, 363′ AGL/4780′ MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

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DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16L: Climb via heading 164° and I-RNO localizer south course. Thence....

TAKE-OFF RUNWAY 16R: Climb via heading 164° and I-RNO localizer south course. Thence....

TAKE-OFF RUNWAY 25: Climb heading 254° to 5000 then climbing right turn heading 340°. Thence....

TAKE-OFF RUNWAYS 34L/R: Climb heading 330° CW 360° as assigned by ATC. Thence....

..... All aircraft maintain 15000 or assigned altitude. Expect clearance to requested altitude five minutes after departure. Expect RADAR vectors to assigned route/fix.

LOST COMMUNICATIONS: If not in contact with departure control within one minute after take-off, maintain assigned heading until passing 10000; Thence....

....RUNWAYS 16L/R DEPARTURES: Turn left direct FMG VORTAC, then via assigned route.

....RUNWAYS 25 AND 34L/R DEPARTURES: Turn right direct FMG VORTAC, then via assigned route.

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RNAV (GPS) X RWY 34L

RENO/TAHOE INTL (RNO)

APP CRS	Rwy Idg	10012
344°	TDZE	4410
	Apt Elev	4415

Circling to Rwy 7, 25 NA at night. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
For inoperative MALSR increase LNAV Cat. A and B visibility to 1¼.

MALSR

MISSED APPROACH: Climb to 10000 direct TAKLE and hold, continue climb-in-hold to 10000.

ATIS	RENO APP CON		RENO TOWER	GND CON	CLNC DEL
135.8 363.0	126.3 353.9 Rwys 16L/R	119.2 279.55 Rwys 34L/R	118.7 257.8	121.9 348.6	124.9 370.85

MISSED APCH FIX

7 NM 164° 344° TAKLE

4918 4801 4780 4632 4666 5980± 4660 4469 RW34L 5027

MSA RW34L 25 NM 12000

7198 7337 6862

FEBAK 6.3 NM to RW34L

5642± 6274±

(FAF) KARME

10776 9789 9240 7864 7704

VJKES 11000 176° (6.8)

8100 344° (8.3)

(IF) JUKNU 9600 254° (7)

(IAF) NIPME

8343 7532

SQUAW VALLEY SWR 11800 087° (18.8)

9214 9600 from PIDIC 344° (4.2)

9600 from SPOON 344° (4.4)

6991 11500 to PIDIC 074° (5) (IAF) PIDIC

ORUKE 11500 to PIDIC 044° (13.5)

(IAF) SPOON 9600 320° (9.8)

RICHY 9150 (IAF) RAMRE

ELEV 4415 4474±

D

19L 19R 4545 11002 X 150 9000 X 150 6102 X 150 25 TWR 4488 4482 4447± 34R TDZE 4410 34L 4478±

REIL Rwys 7, 16L, 25, and 34R
MIRL Rwy 7-25
HIRL Rwys 16R-34L and 16L-34R

344° to RW34L

10000 TAKLE VGSI and descent angles not coincident.

KARME FEBAK 6.3 NM to RW34L 3.41° TCH 72 344° 9600 8100 6740 RW34L JUKNU

Procedure Turn NA

6.3 NM 3.7 NM 8.3 NM

CATEGORY	A	B	C	D
LNAV MDA	5300-1 890 (900-1)		5300-2¼ 890 (900-2¼)	5300-2½ 890 (900-2½)
CIRCLING	5340-1¼ 925 (1000-1¼)		5340-2¾ 925 (1000-2¾)	5340-3 925 (1000-3)

SW-4, 21 OCT 2010 to 18 NOV 2010
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RNAV (GPS) X RWY 34R

RENO/TAHOE INTL (RNO)

APP CRS	Rwy Idg	9000
344°	TDZE	4408
	Apt Elev	4415

Circling to Rwy 7, 25 NA at night.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 10000 direct FOBAX and via 343° track to TAKLE and hold, continue climb-in-hold to 10000.

ATIS	RENO APP CON		RENO TOWER	GND CON	CLNC DEL
135.8 363.0	126.3 353.9 Rwys 16L/R	119.2 279.55 Rwys 34L/R	118.7 257.8	121.9 348.6	124.9 370.85

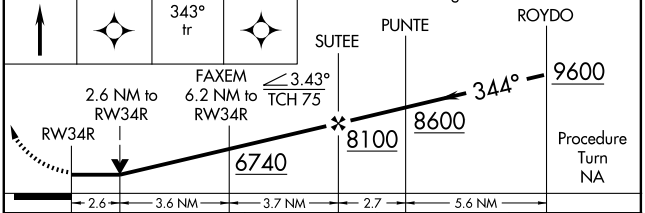
MISSED APCH FIX
7 NM
194°
344°
TAKLE
343°
FOBAX

4918 4801 4780 4632 4666 5980± 7198
MSA RW34R 25 NM
12000
4660 4469 RW34R 5027
344°
5000
6862 7337
5642± FAXEM 6.2 NM to RW34R
6274±
10776
9789
(FAF) SUTEE
8100 344° (2.7)
7864
9240
PUNTE
7704
VJKES
11000 176° (6.8)
8600 344° (5.6)
(IF) ROYDO
9600 256° (6.9)
8343 7532
(IAF) NIPME
SQUAW VALLEY SWR
11800 087° (18.8)
9214
9600 from PIDIC 346° (4.4)
9600 from SPOON 346° (4.6)
11500 to PIDIC 074° (5)
(IAF) PIDIC
6991
ORUKE
11500 to PIDIC 044° (13.5)
(IAF) SPOON
9600 321° (6)
(IAF) RAMIRE
RICHY 9150

ELEV 4415 ▲4474±
D
19R 19L
4545
TWR 4488
11002 X 150
9000 X 150
6102 X 150
25
4482
4447±
34R TDZE 4408
34L
REIL Rwys 7, 16L, 25, and 34R
MIRL Rwy 7-25
HIRL Rwys 16R-34L and 16L-34R
4478±
344° to RW34R

10000	FOBAX	343° tr	TAKLE

VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
LNAV MDA	5300-1¼ 892 (900-1¼)		5300-2¾ 892 (900-2¾)	5300-3 892 (900-3)
CIRCLING	5340-1¼ 925 (1000-1¼)		5340-2¾ 925 (1000-2¾)	5340-3 925 (1000-3)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 16L

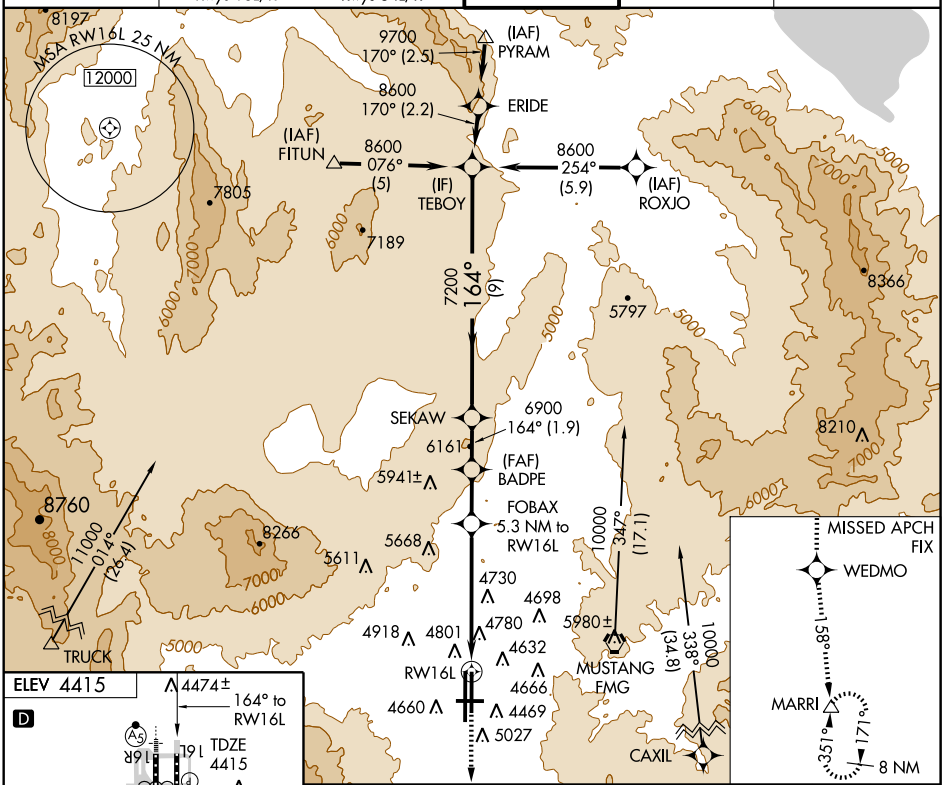
RENO/TAHOE INTL (RNO)

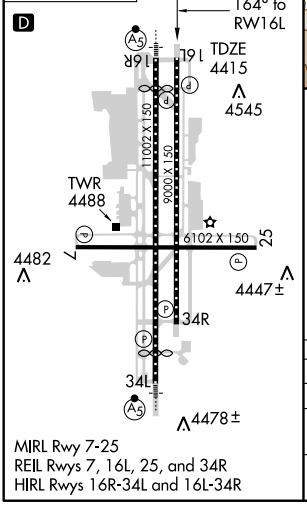
WAAS	APP CRS	Rwy Idg	9000
CH 72909	164°	TDZE	4415
W16A		Apt Elev	4415

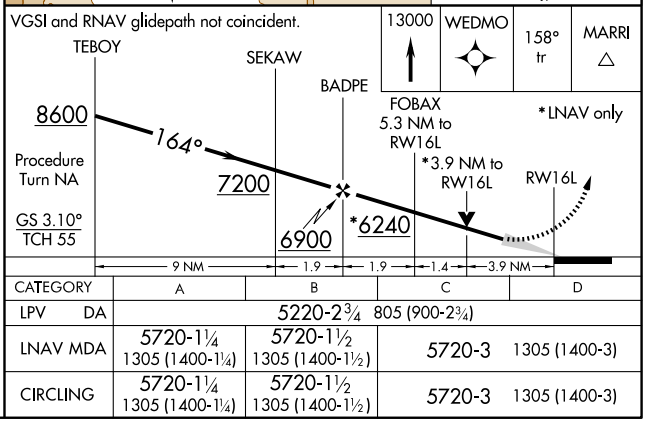
Circling to Rwy 7, 25 NA at night.
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 13000 direct WEDMO and via 158° track to MARRI and hold.

ATIS	RENO APP CON		RENO TOWER	GND CON	CLNC DEL
135.8 363.0	126.3 353.9 Rwys 16L/R	119.2 279.55 Rwys 34L/R	118.7 257.8	121.9 348.6	124.9 370.85







CATEGORY	A	B	C	D
LPV DA	5220-2¾ 805 (900-2¾)			
LNAV MDA	5720-1¼ 1305 (1400-1¼)	5720-1½ 1305 (1400-1½)	5720-3	1305 (1400-3)
CIRCLING	5720-1¼ 1305 (1400-1¼)	5720-1½ 1305 (1400-1½)	5720-3	1305 (1400-3)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 16R

RENO/TAHOE INTL (RNO)

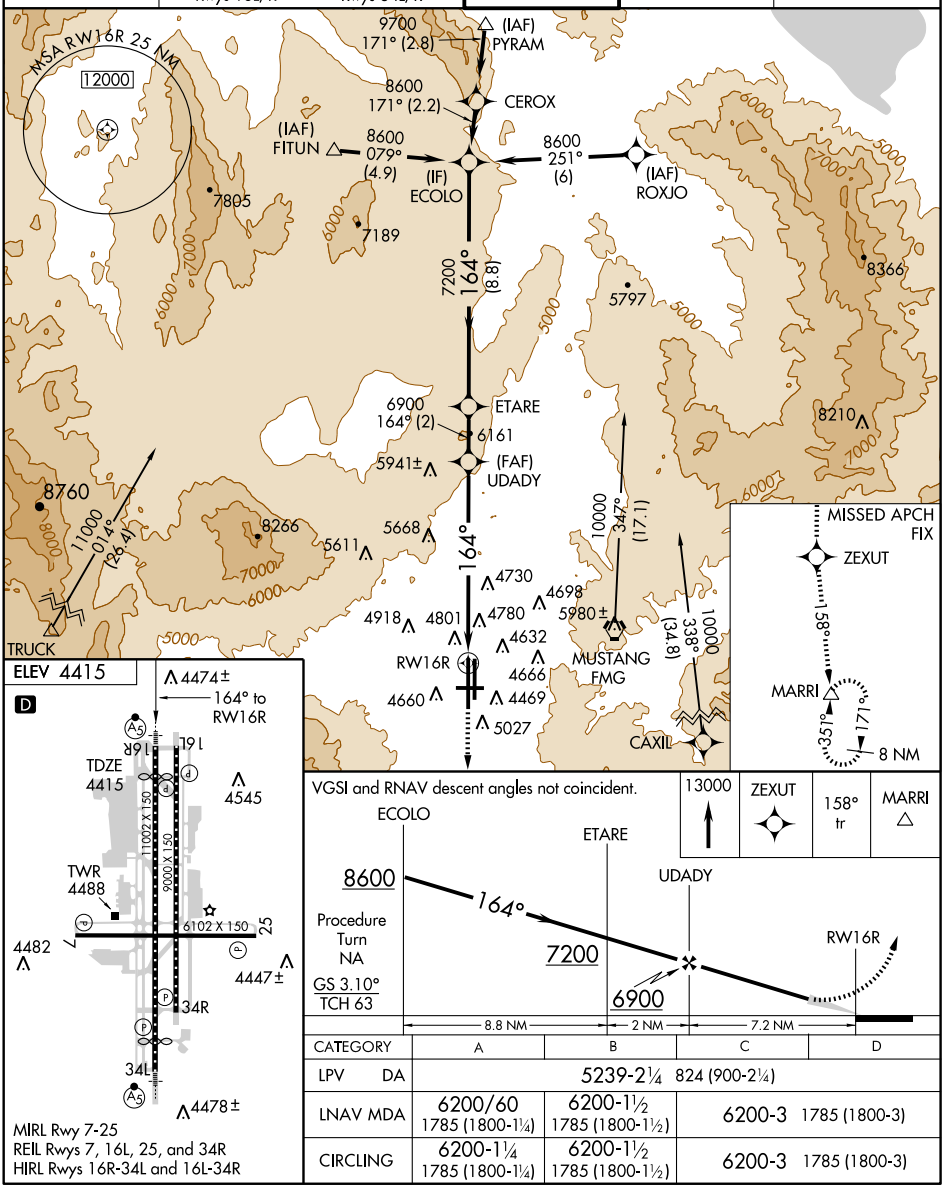
WAAS	APP CRS	Rwy Idg	10003
CH 78309	164°	TDZE	4415
W16B		Apt Elev	4415

Circling to Rwy 7, 25 NA at night. DME/DME RNP- 0.3 NA.
Inoperative table does not apply to LNAV Cats. A and B.
For inoperative MALSR increase LPV all Cats. visibility to 2¾.

MALSR

MISSED APPROACH: Climb to 13000 direct ZEXUTand via 158° track to MARRI and hold.

ATIS	RENO APP CON		RENO TOWER	GND CON	CLNC DEL
135.8 363.0	126.3 353.9 Rwys 16L/R	119.2 279.55 Rwys 34L/R	118.7 257.8	121.9 348.6	124.9 370.85



VGSI and RNAV descent angles not coincident.

13000 ZEXUT 158° tr MARRI

CATEGORY	A	B	C	D
LPV DA	5239-2¼ 824 (900-2¼)			
LNAV MDA	6200/60 1785 (1800-1¼)	6200-1½ 1785 (1800-1½)	6200-3 1785 (1800-3)	
CIRCLING	6200-1¼ 1785 (1800-1¼)	6200-1½ 1785 (1800-1½)	6200-3 1785 (1800-3)	

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WAAS	APP CRS	Rwy Idg 10012
CH 82609	344°	TDZE 4410
W34A		Apt Elev 4415

RNAV (GPS) Y RWY 34L

RENO/TAHOE INTL (RNO)

DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
For inoperative MALSR increase LPV all Cats visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 10000 direct TAKLE and hold, continue climb-in-hold to 10000.

ATIS	RENO APP CON		RENO TOWER	GND CON	CLNC DEL
135.8 363.0	126.3 353.9 Rwys 16L/R	119.2 279.55 Rwys 34L/R	118.7 257.8	121.9 348.6	124.9 370.85

MISSED APCH FIX

7 NM 164° 344° TAKLE

MSA RW34L 25 NM

4918 4801 4780 4632 4666 5980± 7198 4660 RW34L 4510± 4469 5027 10000

6862 7337 10776 9789 9240 KARME 7864 VIKES 7704 8300 344° (8.3) 11000 176° (6.8)

(IF) JUKNU 9600 254° (7) (IAF) NIPME 8343 7532

SQUAW VALLEY SWR 11800 087° (18.8) 9214 9600 from PIDIC 344° (4.2) 9600 from SPOON 344° (4.4)

ORUKE 7045± 11500 to PIDIC 074° (5) (IAF) PIDIC 11500 to PIDIC 044° (13.5) (IAF) SPOON 9600 320° (9.8) (IAF) RAMRE

RICHY 9150

ELEV 4415 4474±

D

TWR 4488 4482 4545 4447± 11002 X 150 9000 X 150 6102 X 150 19L 19R 25 34R 34L TDZE 4410

REIL Rwys 7, 16L, 25, and 34R
MIRL Rwys 7-25
HIRL Rwys 16R-34L and 16L-34R

4478± 344° to RW34L

10000 TAKLE VGSI and RNAV glidepath not coincident.

JUKNU 9600 Procedure Turn NA GS 3.54° TCH 45 KARME 344° 8300 RW34L 10 NM 8.3 NM

CATEGORY	A	B	C	D
LPV DA	5018-1¼	608 (700-1¼)		NA

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WAAS	APP CRS	Rwy Idg	9000
CH 40409	344°	TDZE	4408
W34B		Apt Elev	4415

RNAV (GPS) Y RWY 34R

RENO/TAHOE INTL (RNO)

DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 10000 direct FOBAX and via 343° track to TAKLE and hold, continue climb-in-hold to 10000.

ATIS	RENO APP CON		RENO TOWER	GND CON	CLNC DEL
135.8 363.0	126.3 353.9 Rwys 16L/R	119.2 279.55 Rwys 34L/R	118.7 257.8	121.9 348.6	124.9 370.85

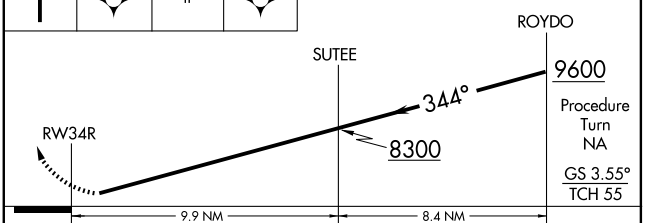
MISSED APCH FIX
7 NM 344° TAKLE 343° FOBAX

4918 4801 4780 4632 4666 5980± 4660 4469 RW34R 5027 MSA RW34R 25 NM 12000 7198 6862 7337 10776 9789 9240 SUTEE 7864 VIKES 7704 8300 344° (8.4) 11000 176° (6.8) (IF) ROYDO 9600 256° (6.9) (IAF) NIPME 8343 7532 SQUAW VALLEY SWR 11800 087° (18.8) 9214 9600 from PIDIC 346° (4.4) 9600 from SPOON 346° (4.6) ORUKE 11500 to PIDIC 074° (5) (IAF) PIDIC 7045± 11500 to PIDIC 044° (13.5) (IAF) SPOON 9600 321° (9) (IAF) RAMRE RICHY 9150

ELEV 4415 4474± D 19L 19R 4545 TWR 4488 11002 X 150 9000 X 150 6102 X 150 7 25 4482 4447± 34R TDZE 4408 34L 4478± REIL Rwys 7, 16L, 25, and 34R MIRL Rwy 7-25 HIRL Rwys 16R-34L and 16L-34R 344° to RW34R

10000	FOBAX	343° tr	TAKLE

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA	5043-2 635 (700-2)			NA

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SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 16L

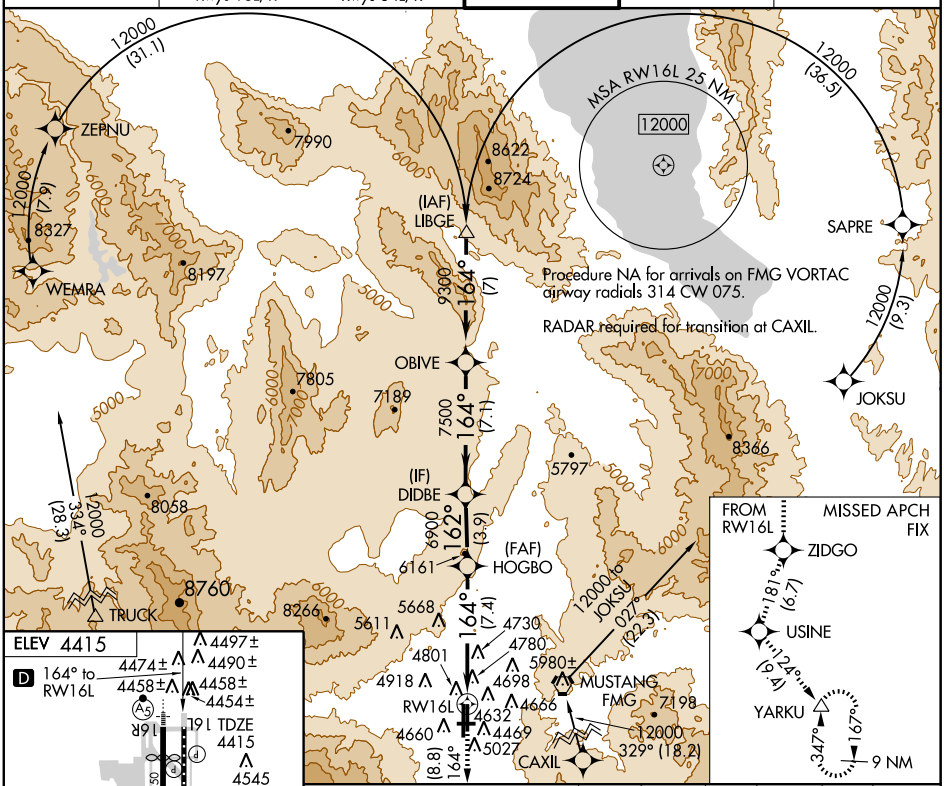
RENO/TAHOE INTL (RNO)

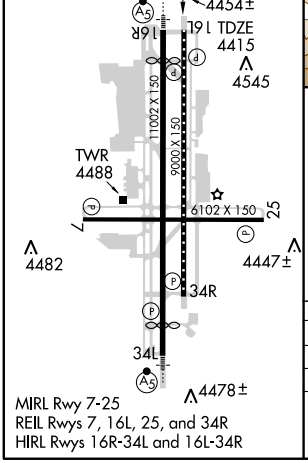
APP CRS	Rwy Idg	9000
164°	TDZE	4415
	Apt Elev	4415

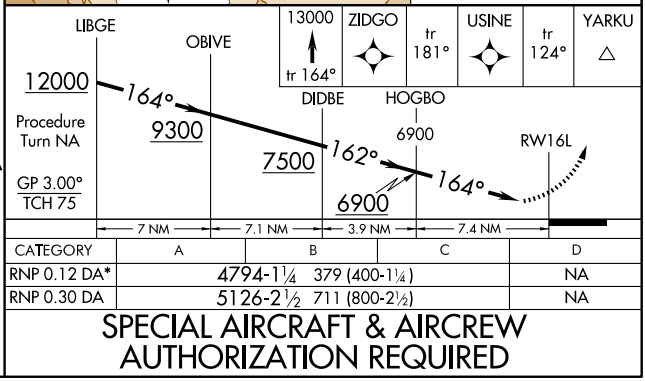
RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (7°F) or above 54°C (130°F).
* Missed approach requires minimum climb of 260 feet per NM to 7300.
Visibility reduction by helicopters NA.
When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 13000 via track 164° to ZIDGO and via track 181° to USINE and via track 124° to YARKU and hold, continue climb-in-hold to 13000.

ATIS	RENO APP CON				RENO TOWER	GND CON	CLNC DEL
135.8 363.0	126.3 Rwys 16L/R	353.9 Rwys 16L/R	119.2 Rwys 34L/R	279.55 Rwys 34L/R	118.7 257.8	121.9 348.6	124.9 370.85







CATEGORY	A	B	C	D
RNP 0.12 DA*	4794-1¼ 379 (400-1¼)			NA
RNP 0.30 DA	5126-2½ 711 (800-2½)			NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 16R

RENO/TAHOE INTL (RNO)

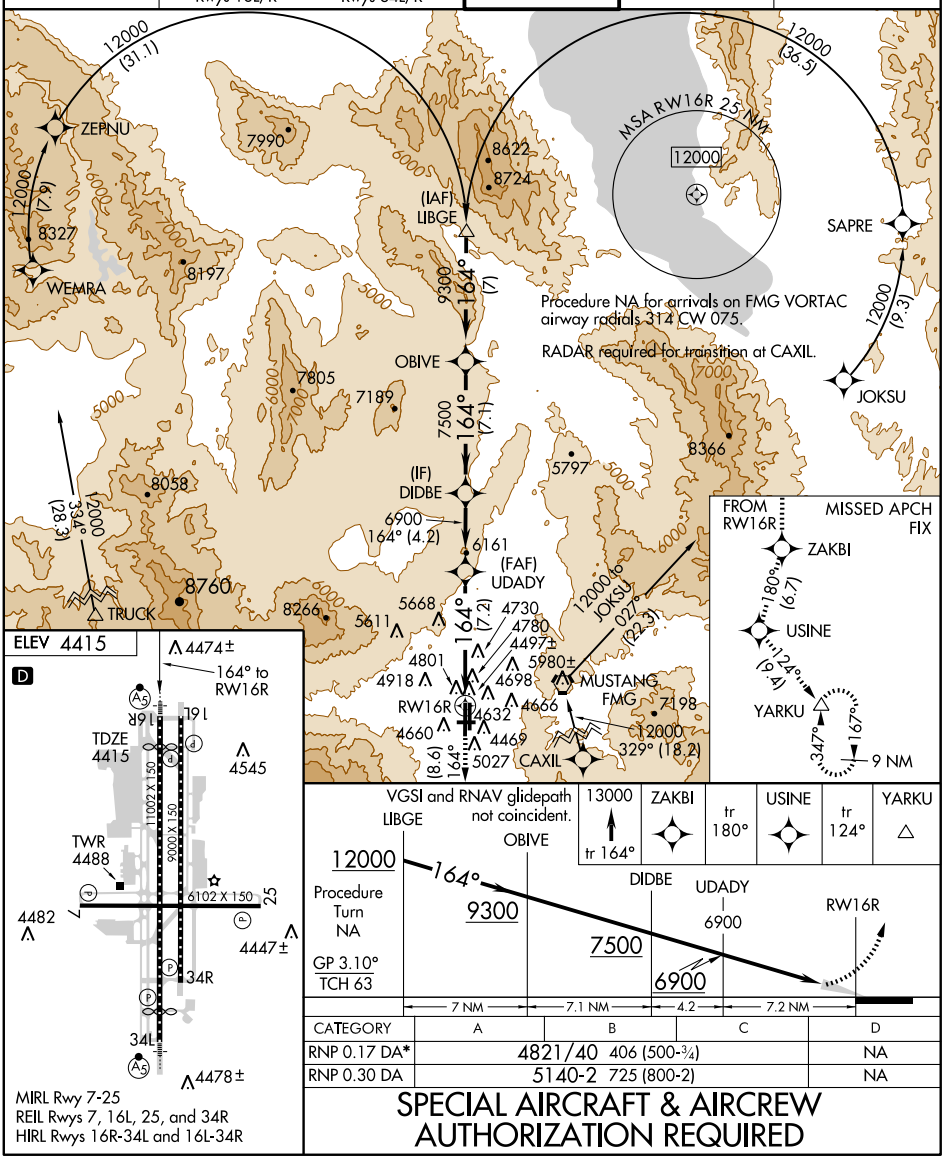
APP CRS	Rwy Idg	10003
164°	TDZE	4415
	Apt Elev	4415

RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (7°F) or above 54°C (130°F).
For inoperative MALSR, increase RNP 0.17* all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 2½ miles.
*Missed approach requires minimum climb of 260 feet per NM to 7300.

MALSR

MISSED APPROACH: Climb to 13000 via track 164° to ZAKBI and via track 180° to USINE and via track 124° to YARKU and hold, continue climb-in-hold to 13000.

ATIS	RENO APP CON		RENO TOWER	GND CON	CLNC DEL
135.8 363.0	126.3 353.9 Rwys 16L/R	119.2 279.55 Rwys 34L/R	118.7 257.8	121.9 348.6	124.9 370.85



CATEGORY	A	B	C	D
RNP 0.17 DA*	4821/40 406 (500-¾)			NA
RNP 0.30 DA	5140-2 725 (800-2)			NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

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RNAV (RNP) Z RWY 34L

RENO/TAHOE INTL (RNO)

APP CRS	Rwy Idg	10012
344°	TDZE	4410
	Apt Elev	4415

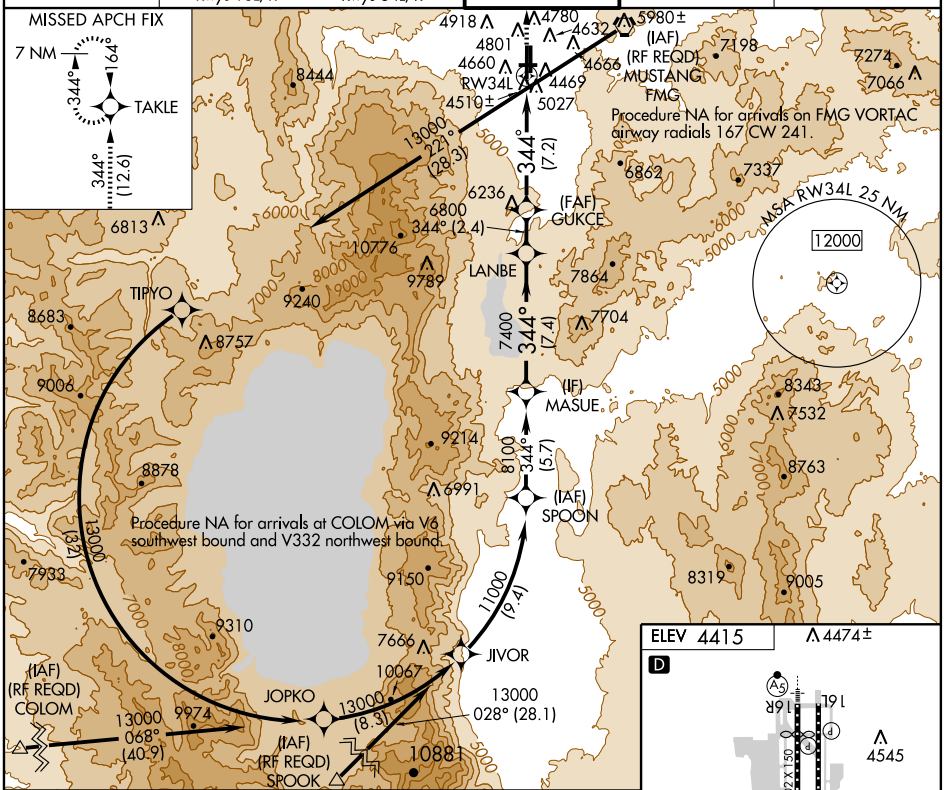
GPS required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 40°C (104°F). For inoperative MALSR increase visibility RNP 0.12 to 1¼ mile and RNP 0.30 to 4 miles. Visibility reduction by helicopters NA. *Missed approach requires minimum climb of 243 feet per NM to 7200.

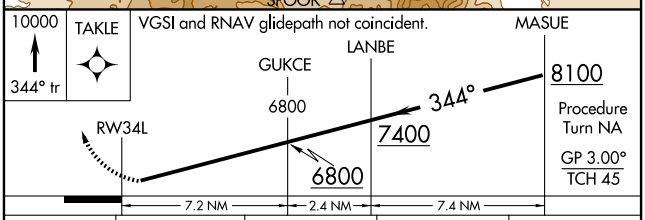
NA

MALSR

MISSED APPROACH: Climb to 10000 via 344° track to TAKLE and hold, continue climb-in-hold to 10000.

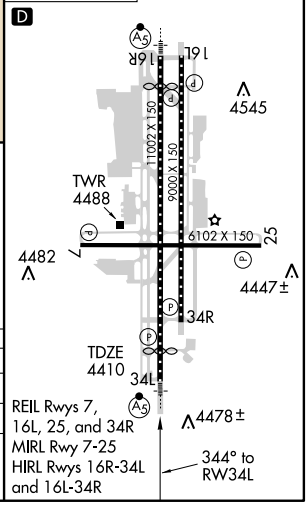
ATIS	RENO APP CON		RENO TOWER	GND CON	CLNC DEL
135.8 363.0	126.3 353.9 Rwys 16L/R	119.2 279.55 Rwys 34L/R	118.7 257.8	121.9 348.6	124.9 370.85





CATEGORY	A	B	C	D
RNP 0.12 DA*	4771-1 361 (400-1)			
RNP 0.30 DA	5342-2¾ 932 (1000-2¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



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SW-4, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 34R

RENO/TAHOE INTL (RNO)

APP CRS	Rwy Idg	9000
344°	TDZE	4408
	Apt Elev	4415

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 40°C (105°F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 10000 via 344° track to HOGBO and 342° track to TAKLE and hold, continue climb-in-hold to 10000.

ATIS	RENO APP CON		RENO TOWER	GND CON	CLNC DEL
135.8 363.0	126.3 353.9 Rwys 16L/R	119.2 279.55 Rwys 34L/R	118.7 257.8	121.9 348.6	124.9 370.85

MISSED APCH FIX

7 NM 344° TAKLE 342° (3.6) HOGBO

Procedure NA for arrivals on FMG VORTAC airway radials 167 CW 241.

MSA RW34R 25 NM 12000

Procedure NA for arrivals at COLOM via V6 southwest bound and V332 northwest bound.

(IAF) (RF REQD) MUSTANG FMG

(FAF) TULVE

WAMIK

PUNTE

(IF) MASUE

(IAF) SPOON

JIVOR

(IAF) (RF REQD) COLOM

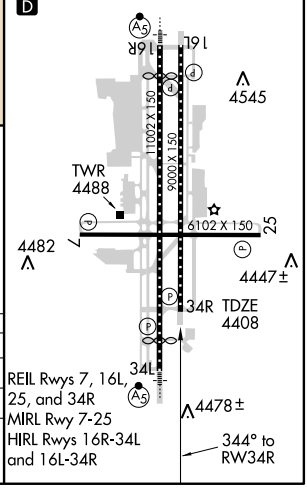
JOPKO

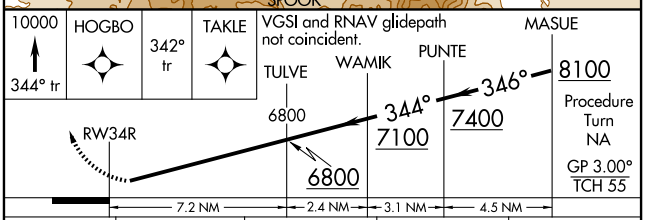
(IAF) (RF REQD) SPOOK

TIPYO

RW34R

ELEV 4415





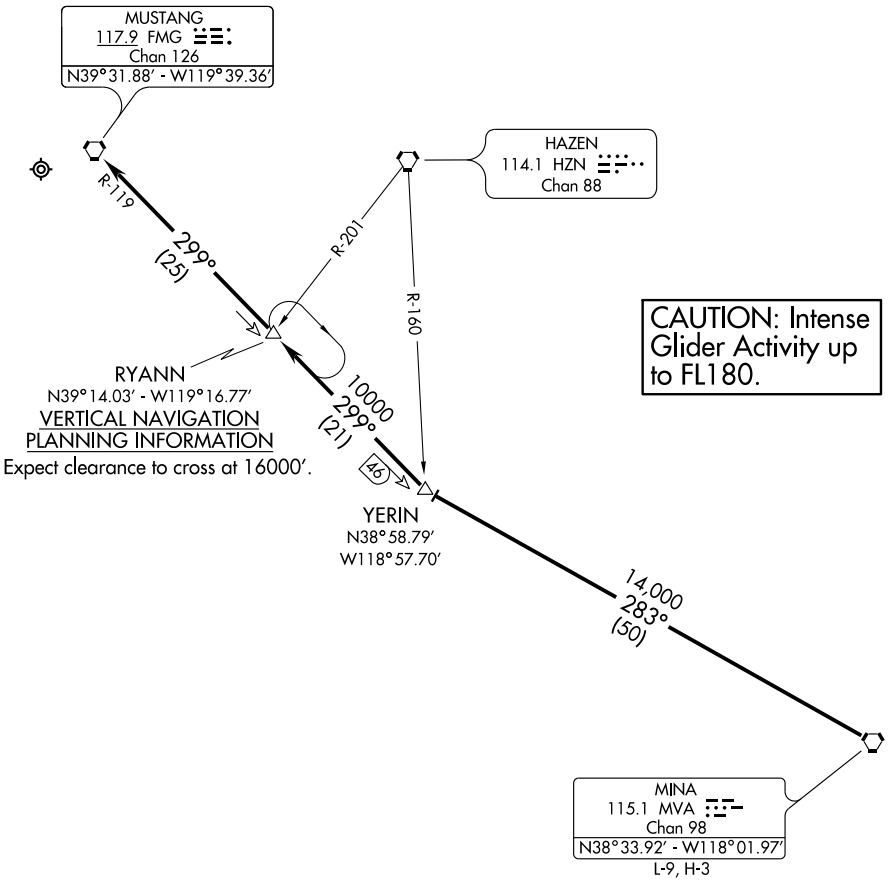
CATEGORY	A	B	C	D
RNP 0.15 DA	5173-2¾ 765 (800-2¾)			
RNP 0.30 DA	5344-4 936 (1000-4)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

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RENO APP CON
RWYS 16L/R 126.3 353.9
RWYS 34L/R 119.2 279.55
ATIS 135.8 363.0



NOTE: For Runway 16 only.

NOTE: RADAR Required.

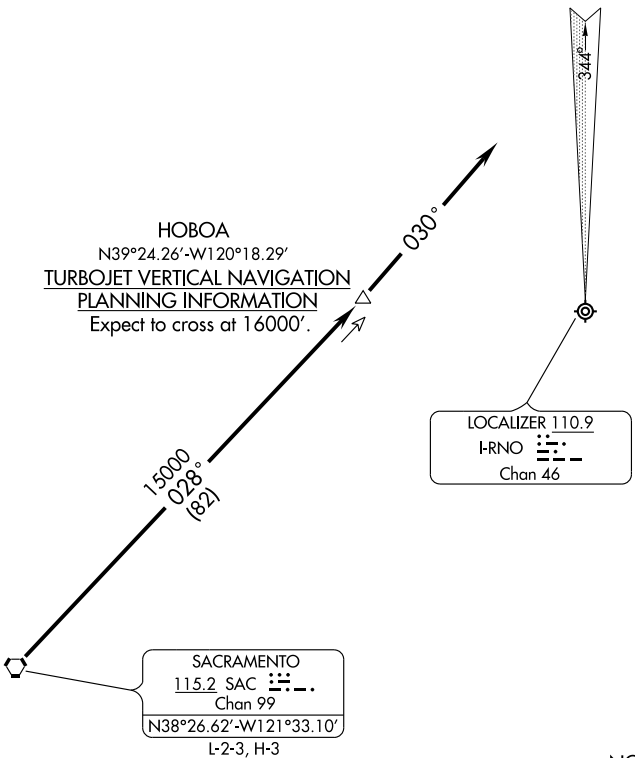
NOTE: Chart not to scale.

RUNWAY 16: From over MVA VORTAC via MVA R-283 to YERIN INT. Thence via FMG R-119 to FMG VORTAC. Expect radar vectors to Runway 16.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

RENO APP CON
RWY 16L/R 126.3 353.9
RWY 34L/R 119.2 279.55
ATIS 135.8 363.0

CAUTION: Intense Glider Activity up to FL180.



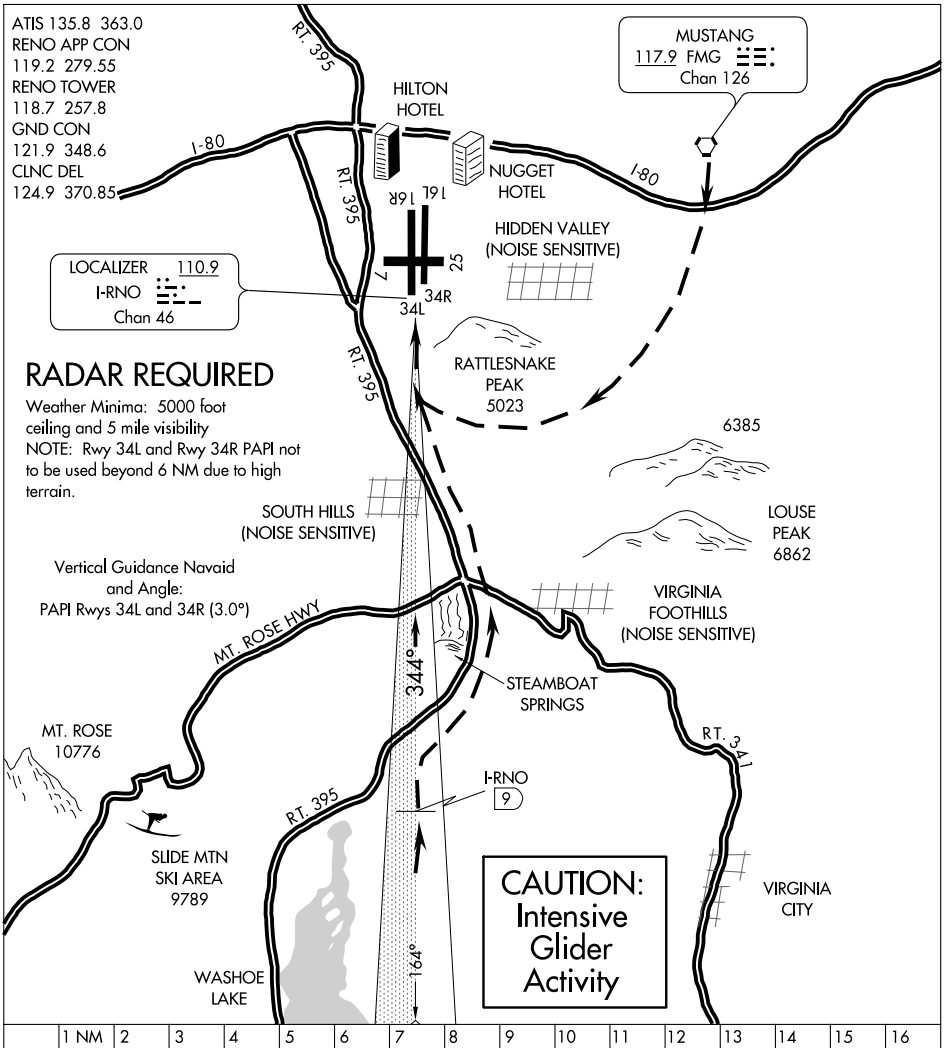
NOTE: RADAR required.
NOTE: DME required.
NOTE: Chart not to scale.

From over SAC VORTAC via SAC R-028 to HOBOA INT/SAC 82 DME. Depart HOBOA heading 030° for vectors to final approach.

SW-4, 21 OCT 2010 to 18 NOV 2010

SOUTH HILLS VISUAL RWY 34L/R

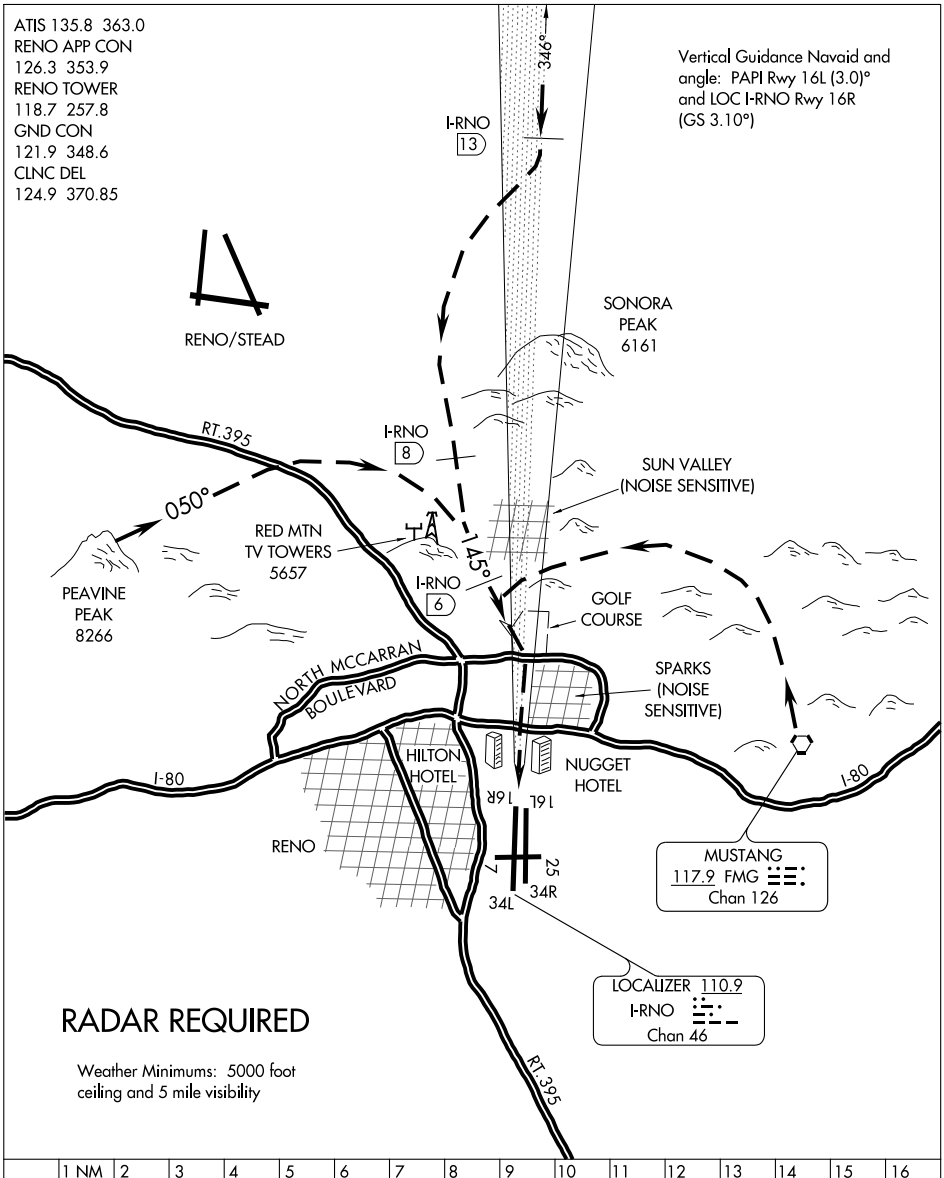
SW-4, 21 OCT 2010 to 18 NOV 2010



SOUTH HILLS VISUAL APPROACH RUNWAY 34L/R
PROCEDURE NOT AUTHORIZED AT NIGHT

When visual approaches to Runways 34L/R are in progress, clearances to aircraft will be given utilizing the following phraseology:
"(IDENT) CLEARED FOR SOUTH HILLS VISUAL RUNWAY 34 LEFT/RIGHT APPROACH."

SPARKS VISUAL RWY 16L/R



SPARKS VISUAL APPROACH RWY 16L/R
PROCEDURE NOT AUTHORIZED AT NIGHT

When visual approaches to Runways 16L/R are in progress clearances to aircraft will be given utilizing the following phraseology:
(IDENT) CLEARED FOR SPARKS VISUAL RUNWAY 16 LEFT/RIGHT APPROACH

39°30'N-119°46'W

SW-4, 21 OCT 2010 to 18 NOV 2010

TARVR ONE ARRIVAL

SW-4, 21 OCT 2010 to 18 NOV 2010

TARVR ONE ARRIVAL
(TARVR.TARVR1) 09127
RENO, NEVADA
RENO/TAHOE INTL

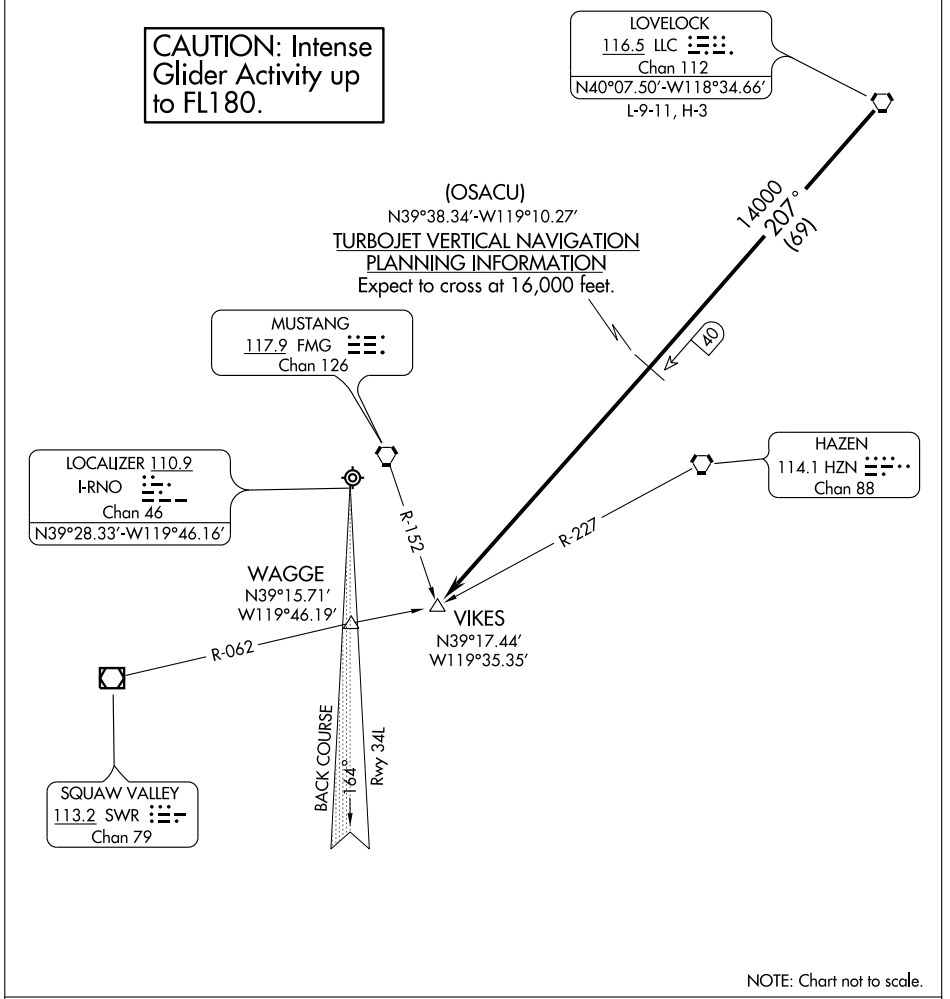
ARRIVAL ROUTE DESCRIPTION

COALDALE TRANSITION (OAL.TARVR1): From over OAL VORTAC via the OAL R-300 and the MVA R-264 to TARVR INT/DME. Thence....
MINA TRANSITION (MVA.TARVR1): From over the MVA VORTAC via MVA R-264 to TARVR INT/DME. Thence....
SACRAMENTO TRANSITION (SAC.TARVR1): From over SAC VORTAC via SAC R-058 to TARVR INT/DME. Thence....
TILTS TRANSITION (TILTS.TARVR1): From over TILTS INT/DME via SWR R-117 to TARVR INT/DME. Thence....
....From over TARVR INT/DME via I-RNO back course to SPOON I-RNO 22.3 DME.

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VIKES ONE ARRIVAL

RENO APP CON
RWY 16L/R 126.3 353.9
RWY 34L/R 119.2 279.55
ATIS 135.8 363.0



NOTE: Chart not to scale.

From over LLC VORTAC via LLC R-207 to VIKES INT/DME, then radar vectors to the LOCALIZER BACK COURSE I-RNO.

LOST COMMUNICATIONS:
Proceed via the VIKES-WAGGE terminal route and execute the LOC/DME BC RWY 34L approach to Tahoe Intl.

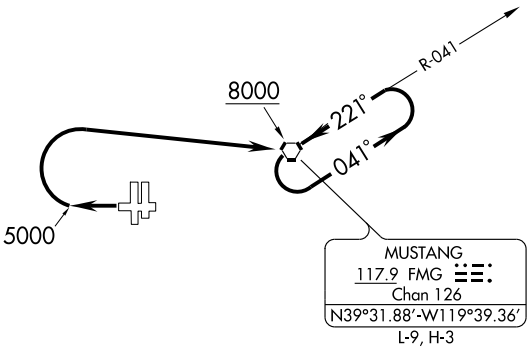
SW-4, 21 OCT 2010 to 18 NOV 2010

VISTA ONE DEPARTURE

ATIS 135.8 363.0
CLNC DEL
124.9 370.85
GND CON
121.9 348.6
RENO TOWER
118.7 257.8
RENO DEP CON
126.3 353.9

TAKE-OFF OBSTACLE NOTES

Rwy 25: Multiple poles left and right of centerline beginning 500' from DER, 467' left of centerline, up to 48' AGL/4523' MSL.
Numerous trees left and right of centerline, beginning 1877' from DER, 31' left of centerline, up to 40' AGL/4506' MSL.
Sign, 1656' from DER, 422' left of centerline, up to 31' AGL/4482' MSL.



TAKE-OFF MINIMUMS

Rwy 7: NA- obstacles

Rwys 16L, 16R, 34L, 34R: NA- ATC.

Rwy 25: Cat A/B, do not exceed 180 KIAS until FMG VORTAC, standard with a minimum climb of 380' per NM to 8400, ATC climb of 495' per NM to 8000.
Cat C/D: NA- Air traffic control.

CAUTION: Intense Glider Activity up to FL180.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25: Climb to 5000, then climbing right turn to 10000 or assigned altitude direct FMG VORTAC, cross FMG VORTAC at or above 8000. Climb in FMG holding pattern to depart FMG VORTAC at or above MEA/MCA for direction of flight. Expect clearance to requested altitude five minutes after departure.

SW-4, 21 OCT 2010 to 18 NOV 2010

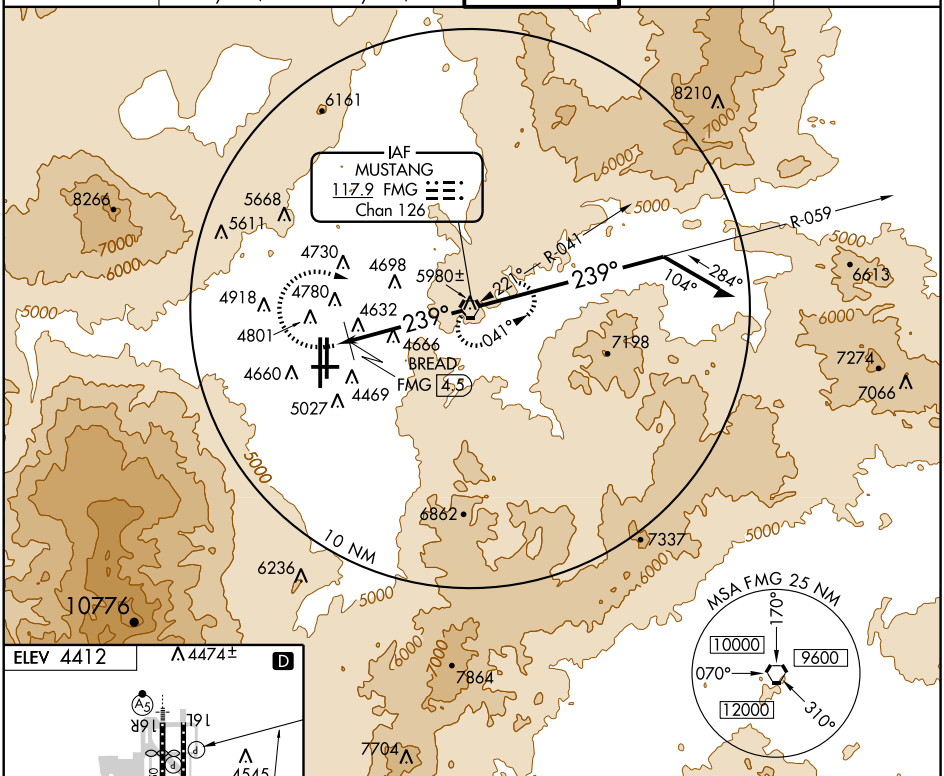
VORTAC FMG 117.9 Chan 126	APP CRS 239°	Rwy Idg N/A TDZE N/A Apt Elev 4412

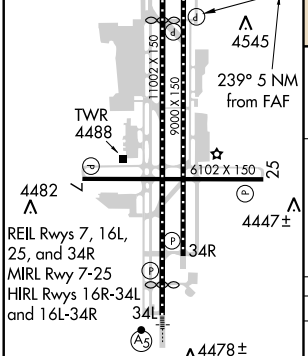
VOR-D

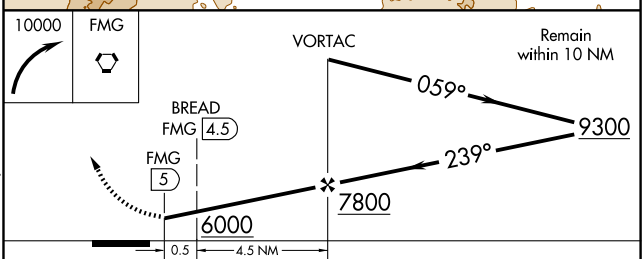
RENO/TAHOE INTL (RNO)

MISSED APPROACH: Climbing right turn to 10000 direct FMG VORTAC and hold. Continue climb-in-hold to 10000.

ATIS	RENO APP CON		RENO TOWER	GND CON	CLNC DEL
135.8 363.0	126.3 353.9 Rwys 16L/R	119.2 279.55 Rwys 34L/R	118.7 257.8	121.9 348.6	124.9 370.85







CATEGORY	A	B	C	D
CIRCLING	6000-1¼ 1588 (1600-1¼)	6000-1½ 1588 (1600-1½)	6000-3 1588 (1600-3)	
BREAD FIX MINIMUMS				
CIRCLING	5800-1¼ 1388 (1400-1¼)	5800-1½ 1388 (1400-1½)	5800-3 1388 (1400-3)	

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SW-4, 21 OCT 2010 to 18 NOV 2010

SW-4, 21 OCT 2010 to 18 NOV 2010

WAGGE TWO DEPARTURE

SL-346 (FAA)

RENO/TAHOE INTL (RNO)
RENO, NEVADA

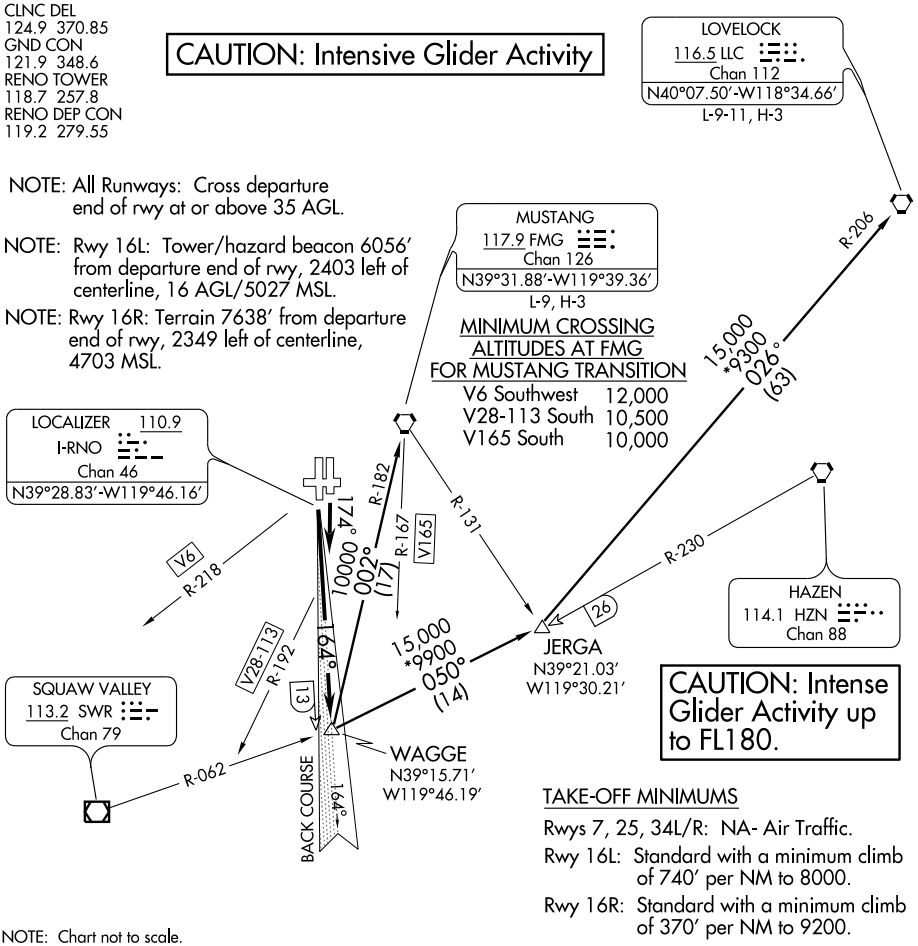
ATIS 135.8 363.0
CLNC DEL
124.9 370.85
GND CON
121.9 348.6
RENO TOWER
118.7 257.8
RENO DEP CON
119.2 279.55

CAUTION: Intensive Glider Activity

NOTE: All Runways: Cross departure end of rwy at or above 35 AGL.

NOTE: Rwy 16L: Tower/hazard beacon 6056' from departure end of rwy, 2403 left of centerline, 16 AGL/5027 MSL.

NOTE: Rwy 16R: Terrain 7638' from departure end of rwy, 2349 left of centerline, 4703 MSL.



TAKE-OFF MINIMUMS

Rwys 7, 25, 34L/R: NA- Air Traffic.

Rwy 16L: Standard with a minimum climb of 740' per NM to 8000.

Rwy 16R: Standard with a minimum climb of 370' per NM to 9200.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16L: Climbing right turn heading 174° to intercept I-RNO South course to WAGGE INT, thence via (transition) or (assigned route).

TAKE-OFF RUNWAY 16R: Climb via I-RNO South course to WAGGE INT, thence via (transition) or (assigned route).

All aircraft maintain 15,000 or assigned altitude. Expect clearance to requested altitude five minutes after departure

LOVELOCK TRANSITION (WAGGE2.LLC): From over WAGGE INT via HZN R-230 and LLC R-206 to LLC VORTAC.

MUSTANG TRANSITION (WAGGE2.FMG): From over WAGGE INT via FMG R-182 to FMG VORTAC.

ZEFFR THREE DEPARTURE (RNAV)

SL-346 (FAA)

ATIS 135.8 363.0
CLNC DEL
124.9 370.85
GND CON
121.9 348.6
RENO TOWER
118.7 257.8
RENO DEP CON
119.2 279.55

TAKE-OFF MINIMUMS

Rwys 7, 25, 34L, 34R: NA - ATC

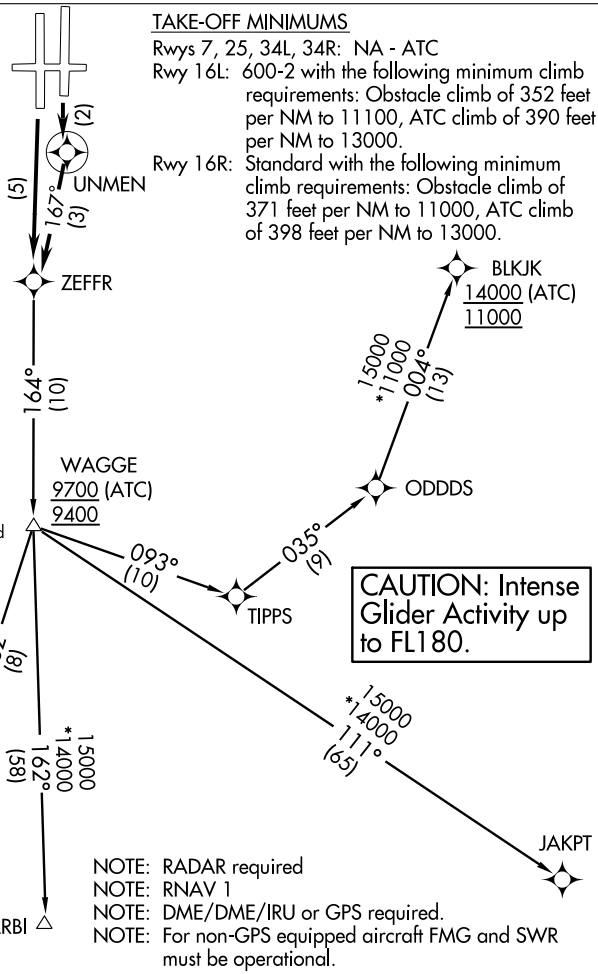
Rwy 16L: 600-2 with the following minimum climb requirements: Obstacle climb of 352 feet per NM to 11100, ATC climb of 390 feet per NM to 13000.

Rwy 16R: Standard with the following minimum climb requirements: Obstacle climb of 371 feet per NM to 11000, ATC climb of 398 feet per NM to 13000.

TAKE-OFF OBSTACLE NOTES

RWY 16L: Antenna, trees, and light poles beginning 618' from DER, 131' left of centerline, up to 40' AGL/4449' MSL. Terrain beginning 5189' from DER, 821' left of centerline, up to 4939' MSL.

RWY 16R: Multiple trees beginning 746 feet from DER, 380' left of centerline, up to 49' AGL/4478' MSL. Multiple trees beginning 2783' from DER, 171' right of centerline, up to 71' AGL/4510' MSL. Ground beginning 1.2 NM from DER, 777' left of centerline, up to 4703' MSL.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16L: Climb direct UNMEN, then via 167° track to ZEFFR, Thence...

TAKE-OFF RUNWAY 16R: Climb direct ZEFFR, Thence...

....via (transition) or (assigned route). Maintain 15000. Expect clearance to filed altitude five minutes after departure.

BLKJK TRANSITION (ZEFFR3.BLKJK)

DARBI TRANSITION (ZEFFR3.DARBI)

JAKPT TRANSITION (ZEFFR3.JAKPT)

MRLET TRANSITION (ZEFFR3.MRLET)

ZEFFR THREE DEPARTURE (RNAV)

RENO, NEVADA
RENO/TAHOE INTL (RNO)

(ZEFFR3.ZEFFR) 09183

SW-4, 21 OCT 2010 to 18 NOV 2010

RENO

RENO/STEAD (RTS) 10 NW UTC−8(−7DT) N39°40.09′ W119°52.59′

SAN FRANCISCO
H–3B, L–9A, 11A
IAP

5050 B S4 **FUEL** 100LL, JET A OX 1, 3 TPA—See Remarks NOTAM FILE RNO

RWY 14–32: H9000X150 (ASPH–GRVD) S–65, D–85, 2S–108, 2D–120 HIRL

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 40′.

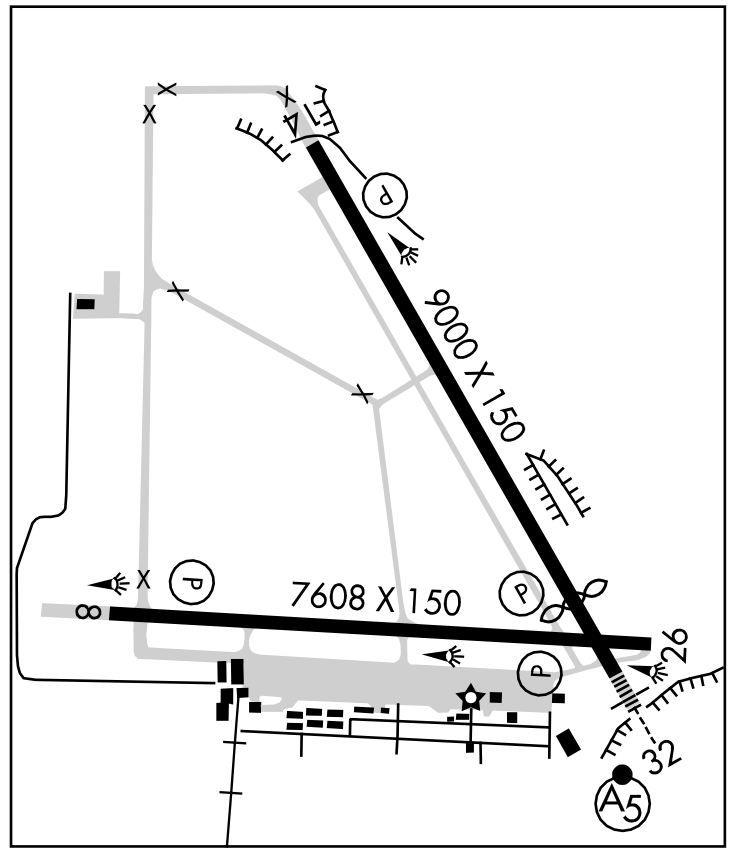
RWY 32: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 40′. Thld dsplcd 1200′.

Rgt tfc.

RWY 08–26: H7608X150 (ASPH–GRVD) S–60, D–90, 2S–114 HIRL 0.8% up E

RWY 08: REIL. PAPI(P4L)—GA 3.0° TCH 40′.

RWY 26: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 40′. Rgt tfc.



AIRPORT REMARKS: Attended 1600–0100Z‡. Attendant on call 24 hours 775–328–6600. Parachute Jumping. Ultralight activity on and invof arpt. Military parachute ops north of arpt. C-130 night parachute ops and low level flight training on arpt. Extensive army guard helicopter ops invof arpt. Be alert for balloon traffic NW quadrant of arpt. PAEW occasionally on rwys and twys. Extensive tanker ops during fire season. TPA—5850(800), 6250(1200) heavy/high performance acft, 6050 (1000) glider acft left tfc to south side of Rwy 26 on dirt shoulder. Avoid overflight of housing areas east and west of airfield. Heliport on fld. Glider opr daily. Rwy 08 and Rwy 14 PAPI OTS indef. 0100–1700Z‡ ACTIVATE HIRL Rwy 08–26 and Rwy 14–32—CTAF. 1700–0100Z‡ HIRL Rwy 08–26 and Rwy 14–32 opr continuously.

WEATHER DATA SOURCES: AWOS–A 135.175 (775) 677–0589. Plus visibility.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **RENO APP/DEP CON** 126.3

RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.

MUSTANG (H) VORTACW 117.9 FMG Chan 126 N39°31.88′ W119°39.37′ 293° 13.1 NM to fld. 5949/16E.

ILS/DME 111.9 I–RTS Chan 56 Rwy 32. Class IT.

LOC/DME I-RTS	APP CRS	Rwy Idg	7800
111.9	318°	TDZE	5045
Chan 56		Apt Elev	5050

ILS or LOC/DME RWY 32

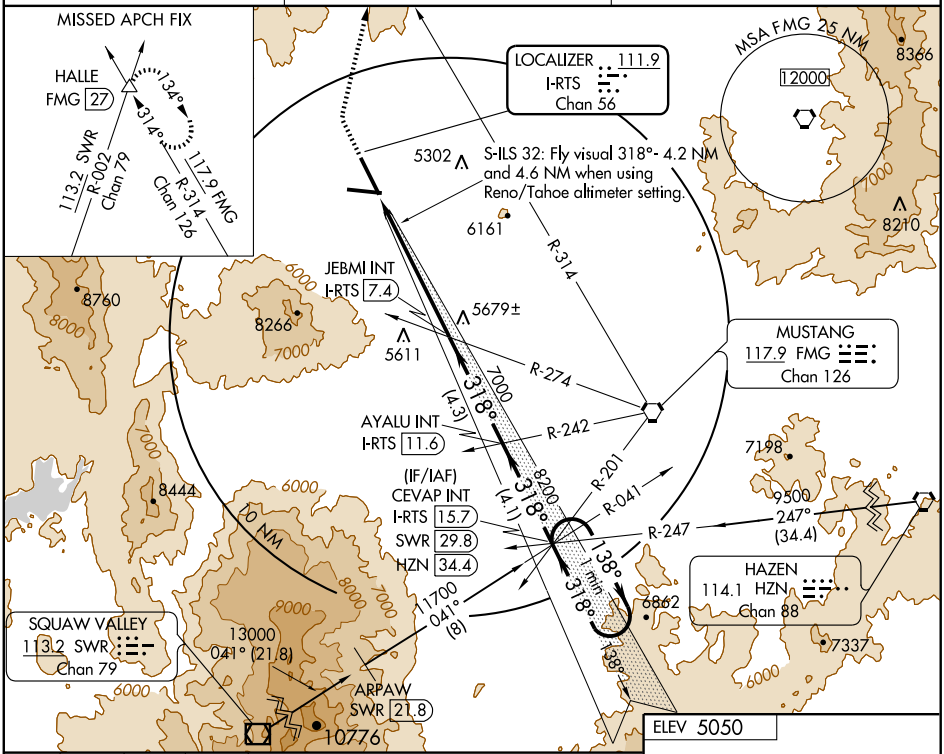
RENO/STEAD (RTS)

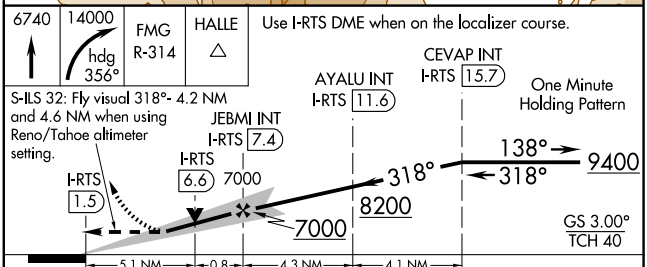
V NA — Inoperative table does not apply. Procedure NA at night. When local altimeter setting not received, use Reno/Tahoe Intl altimeter setting and increase all DA/MDA 120 feet. VDP NA when using Reno/Tahoe Intl altimeter setting.

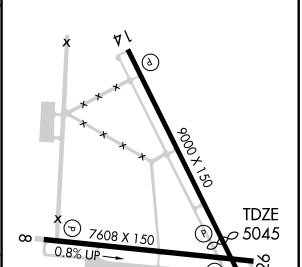
MALSR

MISSED APPROACH: Climb to 6740 then climbing right turn to 14000 via heading 356° and FMG VORTAC R-314 to HALLE INT/FMG 27 DME and hold, continue climb-in-hold to 14000.

AWOS-A	RENO APP CON	UNICOM
135.175	126.3 353.9	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 32	6425-3 1380 (1400-3)			
S-LOC 32	6720-1¼ 1675 (1700-1¼)	6720-1½ 1675 (1700-1½)	6720-3 1675 (1700-3)	
CIRCLING	6720-1¼ 1670 (1700-1¼)	6720-1½ 1670 (1700-1½)	6720-3 1670 (1700-3)	

HIRL Rwys 8-26 and 14-32 L
REIL Rwys 8, 26, 14 and 32

SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7800
CH 60920	318°	TDZE	5045
W32A		Apt Elev	5050

RNAV (GPS) RWY 32

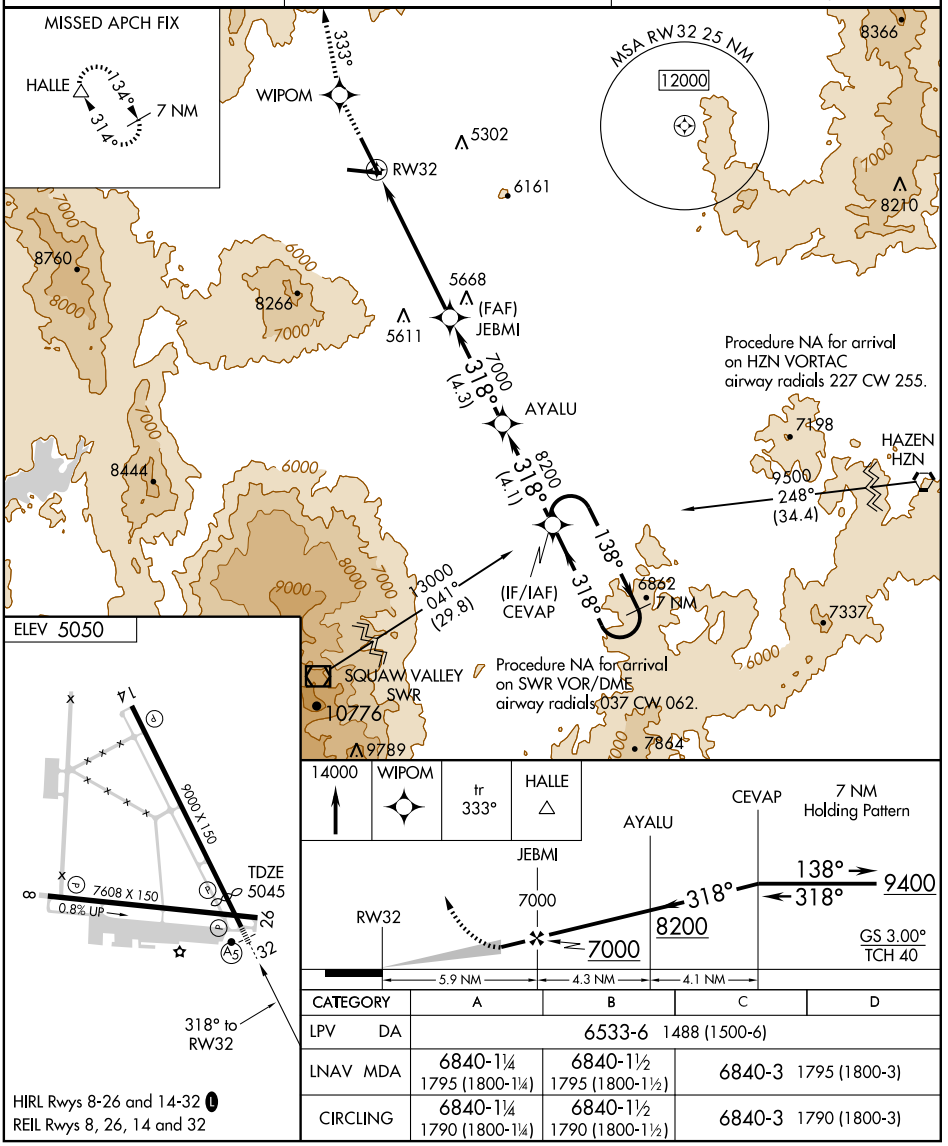
RENO/STEAD (RTS)

When VGSI inoperative, Circling Rwy 8 NA at night. DME/DME RNP- 0.3 NA. When local altimeter setting not received, use Reno/Tahoe Intl altimeter setting and increase all DA 115 feet and all MDA 120 feet. Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 14000 direct WIPOM and on track 333° to HALLE and hold, continue climb-in-hold to 14000.

AWOS-A	RENO APP CON	UNICOM
135.175	126.3 353.9	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	6533-6 1488 (1500-6)			
LNAV MDA	6840-1¼ 1795 (1800-1¼)	6840-1½ 1795 (1800-1½)	6840-3 1795 (1800-3)	
CIRCLING	6840-1¼ 1790 (1800-1¼)	6840-1½ 1790 (1800-1½)	6840-3 1790 (1800-3)	

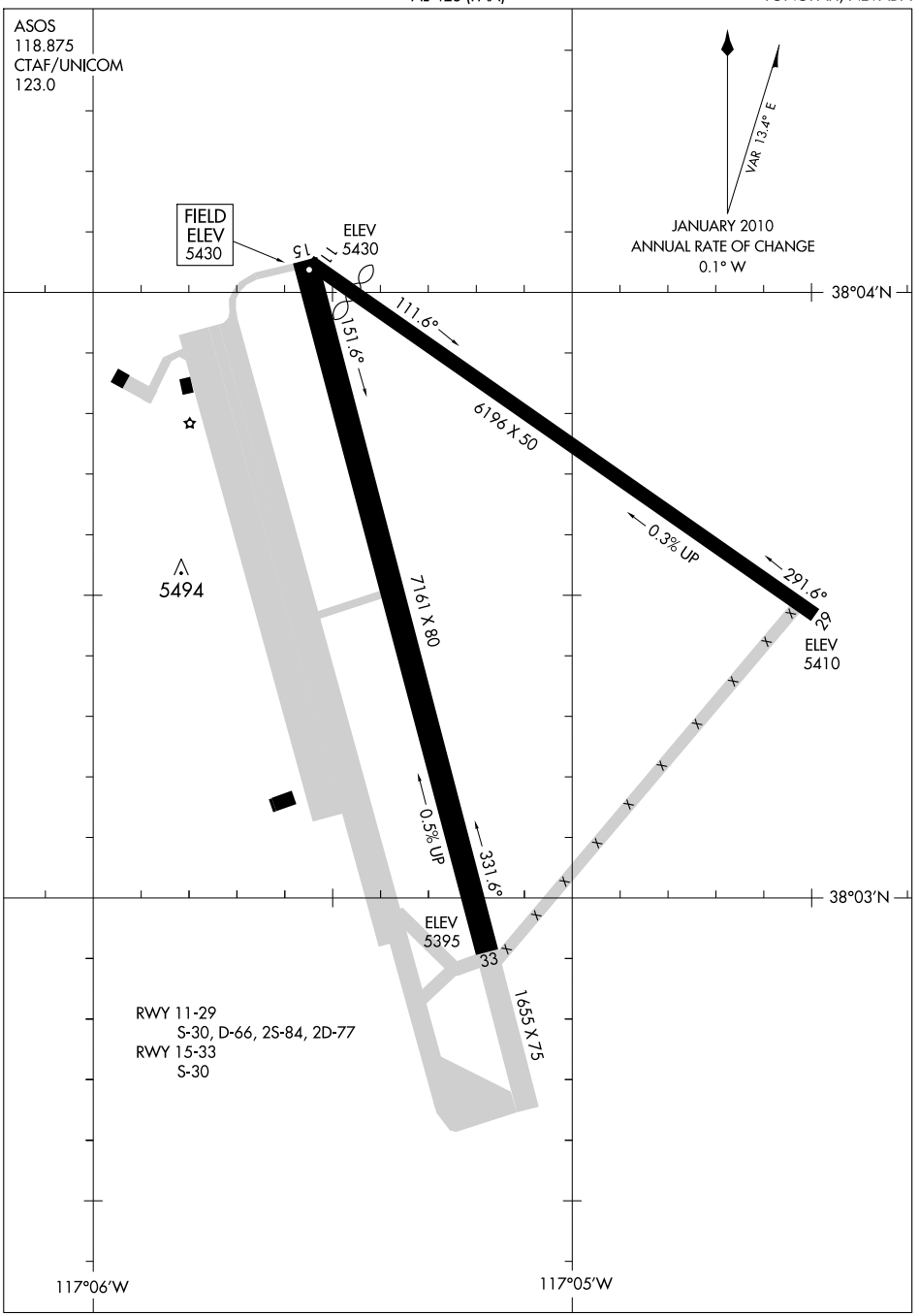
HIRL Rwys 8-26 and 14-32 L
REIL Rwys 8, 26, 14 and 32

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-423 (FAA)

TONOPAH (TPH)
TONOPAH, NEVADA



SW-4, 21 OCT 2010 to 18 NOV 2010

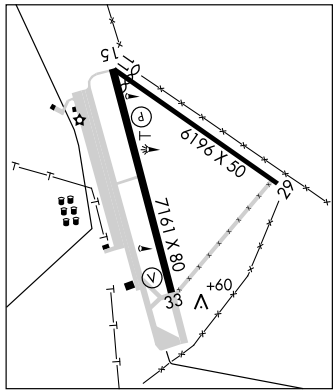
SW-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

TONOPAH, NEVADA
TONOPAH (TPH)

10210

TONOPAH (TPH) 7 E UTC−8(−7DT) N38°03.61′ W117°05.21′ LAS VEGAS
5430 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE TPH H–3C, L–9B
RWY 15–33: H7161X80 (ASPH) S–30 MIRL 0.5% up NW IAP, AD
RWY 15: PAPI(P2L)—GA 3.0° TCH 40′.
RWY 33: VASI(V4L)—GA 3.0° TCH 31′.
RWY 11–29: H6196X50 (ASPH) S–30, D–66, 2S–84, 2D–77
0.3% up NW
RWY 11: Thld dsplcd 538′.
AIRPORT REMARKS: Attended 1400–0700Z‡. Fuel avbl 1500–0200Z‡ after hours on request call 775–482–3626. Parachute Jumping. Rwy 15 PAPI out of svc indefinitely. ACTIVATE MIRL Rwy 15–33—CTAF. NOTE: See Special Notices—FAR–PART 139 Certificated Airports.
WEATHER DATA SOURCES: ASOS 118.875. (775) 482–3441.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.6 (RENO RADIO)
Ⓡ **SALT LAKE CENTER APP/DEP CON** 133.45
RADIO AIDS TO NAVIGATION: NOTAM FILE TPH.
(L) VORTACW 117.2 TPH Chan 119 N38°01.84′ W117°02.01′ 288° 3.1 NM to fld. 5344/17E.
VORTAC unusable:
360°–015° beyond 30 NM below 10,800′
015°–050° beyond 35 NM below 10,800′
050°–060° beyond 30 NM below 9500′
240°–260° beyond 30 NM below 10,600′
270°–315° beyond 20 NM below 8600′



TRUCKEE–TAHOE (See TRUCKEE–TAHOE, CA)

VAN VOORHIS FLD (See FALLON NAS)

WELLS MUNI/HARRIET FLD (LWL) 2 NE UTC−8(−7DT) N41°07.03′ W114°55.33′ SALT LAKE CITY
5772 B **FUEL** 100LL NOTAM FILE RNO H–3D, L–11C
RWY 08–26: H5498X150 (ASPH) S–25 MIRL
RWY 08: Rgt tfc.
RWY 01–19: 2681X150 (GRVL–DIRT)
RWY 01: Rgt tfc. Building. **RWY 19:** Hill.
AIRPORT REMARKS: Attended Mon–Fri 1600–0100Z‡. After hours call 775–752–3946. Ultralight activity on and invof arpt. Mountains N and S quadrants. Rwy 08–26 center 75′ stressed for 25,000 pounds single wheel, remainder of 150′ width is 11,500 pounds single wheel. Rwy 01–19 marked with +2 ft red/white panels 75 ft outside shoulder. Rwy 01–19 vegetation +1′ full length. Snow removal svcs during dalgt only except by prior arrangement call 775–777–7300. ACTIVATE MIRL Rwy 08–26—122.8.
COMMUNICATIONS: CTAF/UNICOM 122.8
WELLS RCO 122.1R 114.2T (RENO RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE EKO.
BULLION (L) VORW/DME 114.5 BQU Chan 92 N40°45.58′ W115°45.68′ 043° 43.8 NM to fld. 6463/17E.
(L) VOR 114.2 LWL N41°08.69′ W114°58.65′ 106° 3.0 NM to fld. NOTAM FILE RNO.
VOR unusable:
060°–070° beyond 20 NM below 12,000′.
115°–125° beyond 20 NM below 13,000′.
180°–215° beyond 10 NM.
330°–350° beyond 15 NM below 13,000′.
350°–040° beyond 25 NM below 12,000′.

WILSON CREEK N38°15.01′ W114°23.66′ NOTAM FILE RNO. LAS VEGAS
(H) VORTAC 116.3 ILC Chan 110 167° 27.8 NM to Lincoln Co. 9318/16E. H–3D, L–9B
RCO 122.1R 116.3T (RENO RADIO)

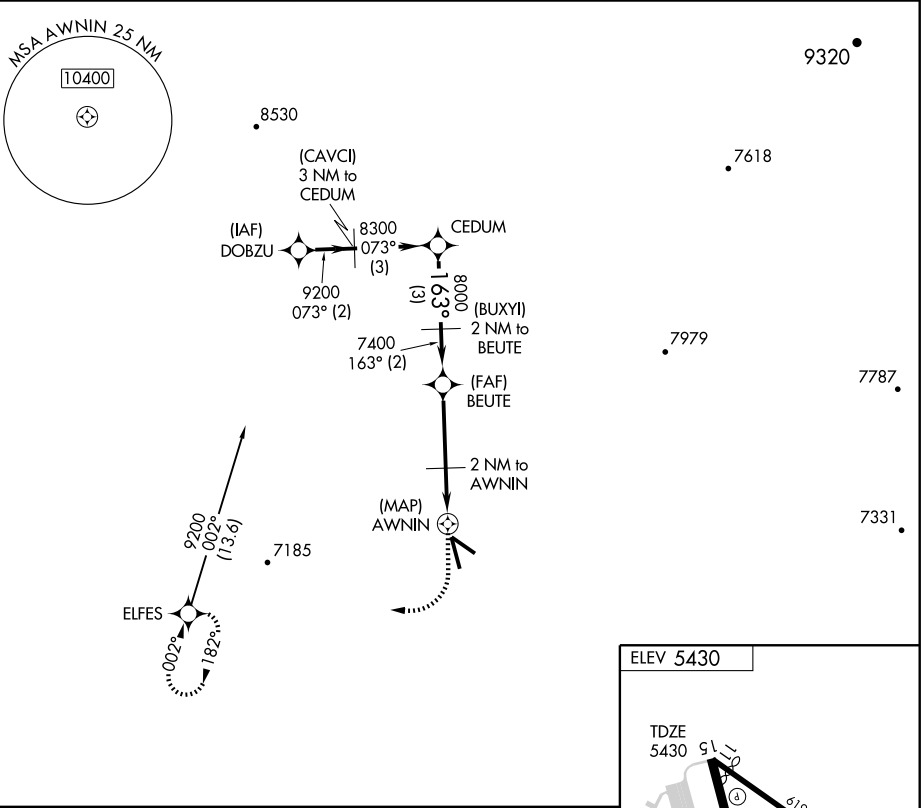
APP CRS	Rwy Idg	7161
163°	TDZE	5430
	Apt Elev	5430

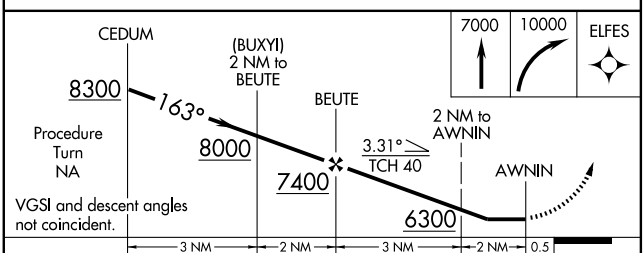
GPS RWY 15
TONOPAH (TPH)

NA

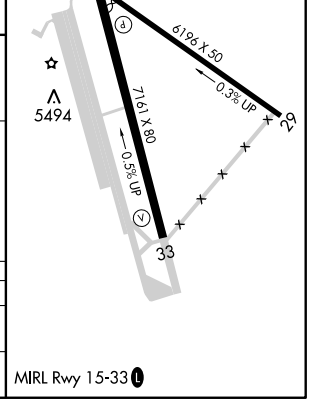
MISSED APPROACH: Climb to 7000 then climbing right turn to 10000 direct ELFES WP and hold.

ASOS	SALT LAKE CITY CENTER	UNICOM
118.875	133.45 317.625	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-15	5820-1 390 (400-1)			5820-1¼ 390 (400-1¼)
CIRCLING	5820-1 390 (400-1)	5880-1 450 (500-1)	5880-1½ 450 (500-1½)	6040-2 610 (700-2)



MIRL Rwy 15-33 L

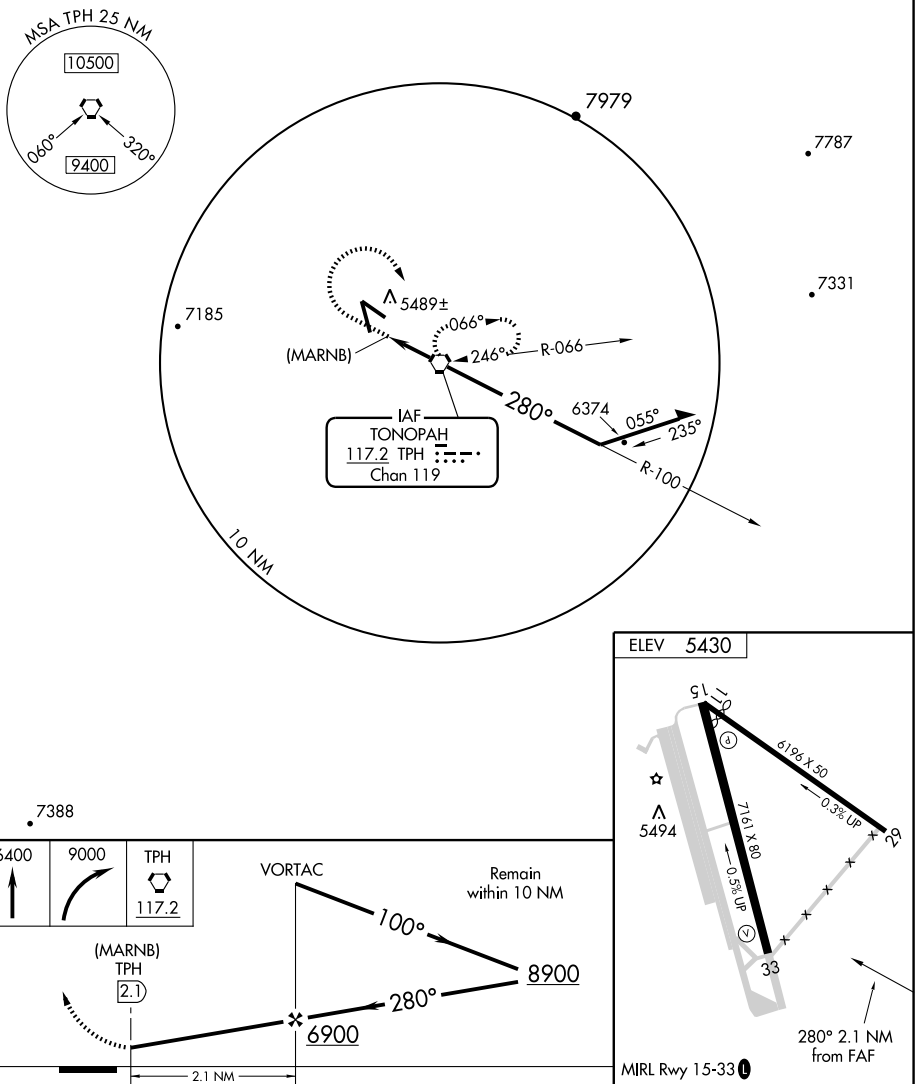
SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VORTAC TPH 117.2 Chan 119	APP CRS 280°	Rwy Idg N/A TDZE N/A Apt Elev 5430

VOR or GPS-A
TONOPAH (TPH)

MISSED APPROACH: Climb to 6400 then climbing right turn to 9000 direct TPH VORTAC and hold.

ASOS	SALT LAKE CITY CENTER	UNICOM
118.875	133.45 317.625	123.0 (CTAF) L



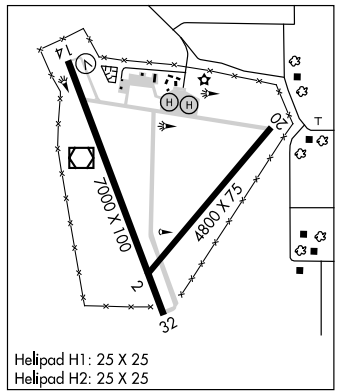
CATEGORY	A	B	C	D
CIRCLING	6100-1	670 (700-1)	6100-2 670 (700-2)	6100-2¼ 670 (700-2¼)

FAF to MAP 2.1 NM					
Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

SW-4, 21 OCT 2010 to 18 NOV 2010

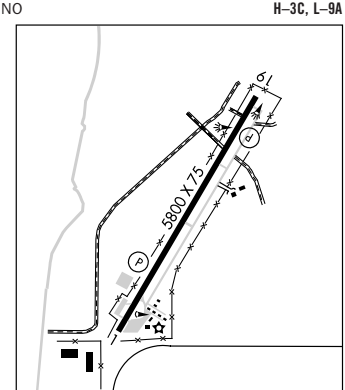
SW-4, 21 OCT 2010 to 18 NOV 2010

WINNEMUCCA MUNI (WMC) 5 SW UTC−8(−7DT) N40°53.80′ W117°48.35′ **KLAMATH FALLS**
4308 B S4 **FUEL** 100LL, JET A TPA—5108(800) NOTAM FILE WMC **H–3C, L–11B**
RWY 14–32: H7000X100 (ASPH) S–75, D–125, 2S–159, 2D–200 MIRL **IAP**
RWY 14: VASI(V2L)—GA 3.0° TCH 40′. P–line.
RWY 02–20: H4800X75 (ASPH) S–28 MIRL
RWY 20: Road.
AIRPORT REMARKS: Attended Nov–May 1500–0100Z‡ Jun–Oct 1500–0200Z‡. After hours on call at 775–304–1350. Mountains in SW quadrant. Full strength pavement areas include N 1000′ of parallel twy (Rwy 14–32 to Twy A), W 1000′ of Twy A, 600′ of N/S twy (from Twy A). MIRL Rwy 14–32 preset low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: ASOS 120.175 (775) 625–2200.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (RENO RADIO)
SALT LAKE CENTER APP/DEP CON 132.25
RADIO AIDS TO NAVIGATION: NOTAM FILE WMC.
(T) VORW/DME 108.2 INA Chan 19 N40°53.96′ W117°48.73′ at fld. 4302/16E.
VOR/DME unusable:
050°–110° beyond 15 NM below 11,300′
110°–130° beyond 20 NM below 10,800′
150°–190° beyond 15 NM below 10,200′
190°–210° beyond 20 NM below 11,800′



HELIPAD H1: H25X25 (CONC)
HELIPAD H2: H25X25 (CONC)

YERINGTON MUNI (O43) 1 N UTC−8(−7DT) N39°00.25′ W119°09.48′ **SAN FRANCISCO**
4378 B S4 **FUEL** 100LL TPA—5178(800) NOTAM FILE RNO **H–3C, L–9A**
RWY 01–19: H5800X75 (ASPH) S–24, D–32 MIRL
RWY 01: PAPI(P2L)—GA 3.0° TCH 40′.
RWY 19: REIL. PAPI(P2L)—GA 3.0° TCH 40 ′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1500–0200Z‡, Sat–Sun irregularly. Rwy 19 REIL OTS indef. ACTIVATE MIRL Rwy 01–19—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.
HAZEN (L) VORTAC 114.1 HZN Chan 88 N39°30.99′ W118°59.86′ 177° 31.6 NM to fld. 4080/17E.



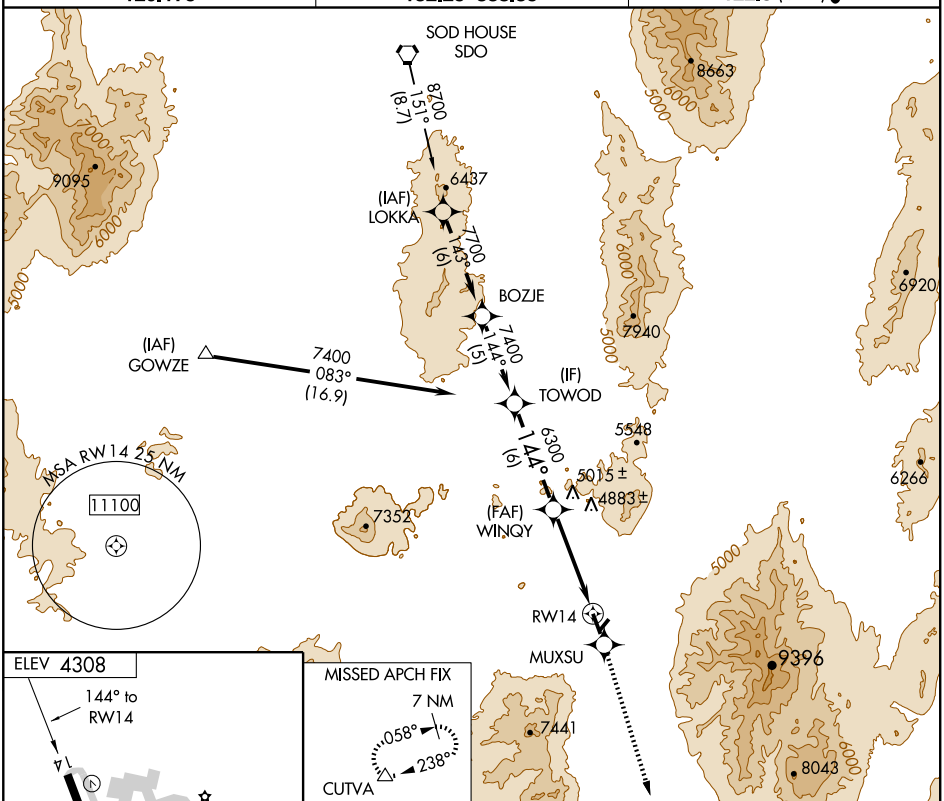
WAAS	APP CRS	Rwy Idg	7000
CH 62902	144°	TDZE	4304
W14A		Apt Elev	4308

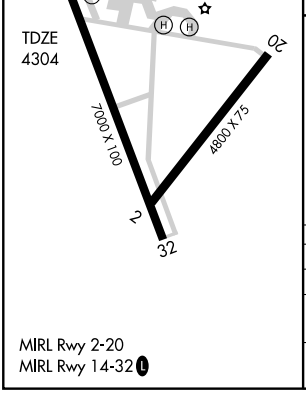
RNAV (GPS) RWY 14
WINNEMUCCA MUNI (WMC)

If local altimeter setting not received, use Battle Mountain altimeter setting and increase all DAs/MDAs 140 feet.
DME/DME RNP-0.3 NA.
VDP NA when using Battle Mountain altimeter setting.

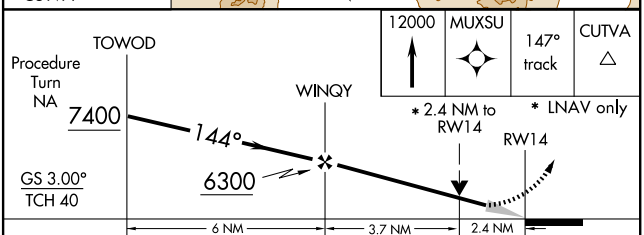
MISSED APPROACH: Climb to 12000 direct MUXSU and via 147° track to CUTVA and hold, continue climb-in-hold to 12000.

ASOS	SALT LAKE CITY CENTER	UNICOM
120.175	132.25 338.35	122.8 (CTAF) L





MISSED APCH FIX
7 NM
058°
238°
CUTVA



CATEGORY	A	B	C	D
LPV DA	4843-2 539 (600-2)			
LNAV MDA	5100-1 796 (800-1)	5100-1¼ 796 (800-1¼)	5100-2¼ 796 (800-2¼)	5100-2½ 796 (800-2½)
CIRCLING	5100-2 792 (800-2)		5100-2¼ 792 (800-2¼)	5100-2½ 792 (800-2½)

MIRL Rwy 2-20
MIRL Rwy 14-32 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7000
CH 72702	324°	TDZE	4304
W32A		Apt Elev	4308

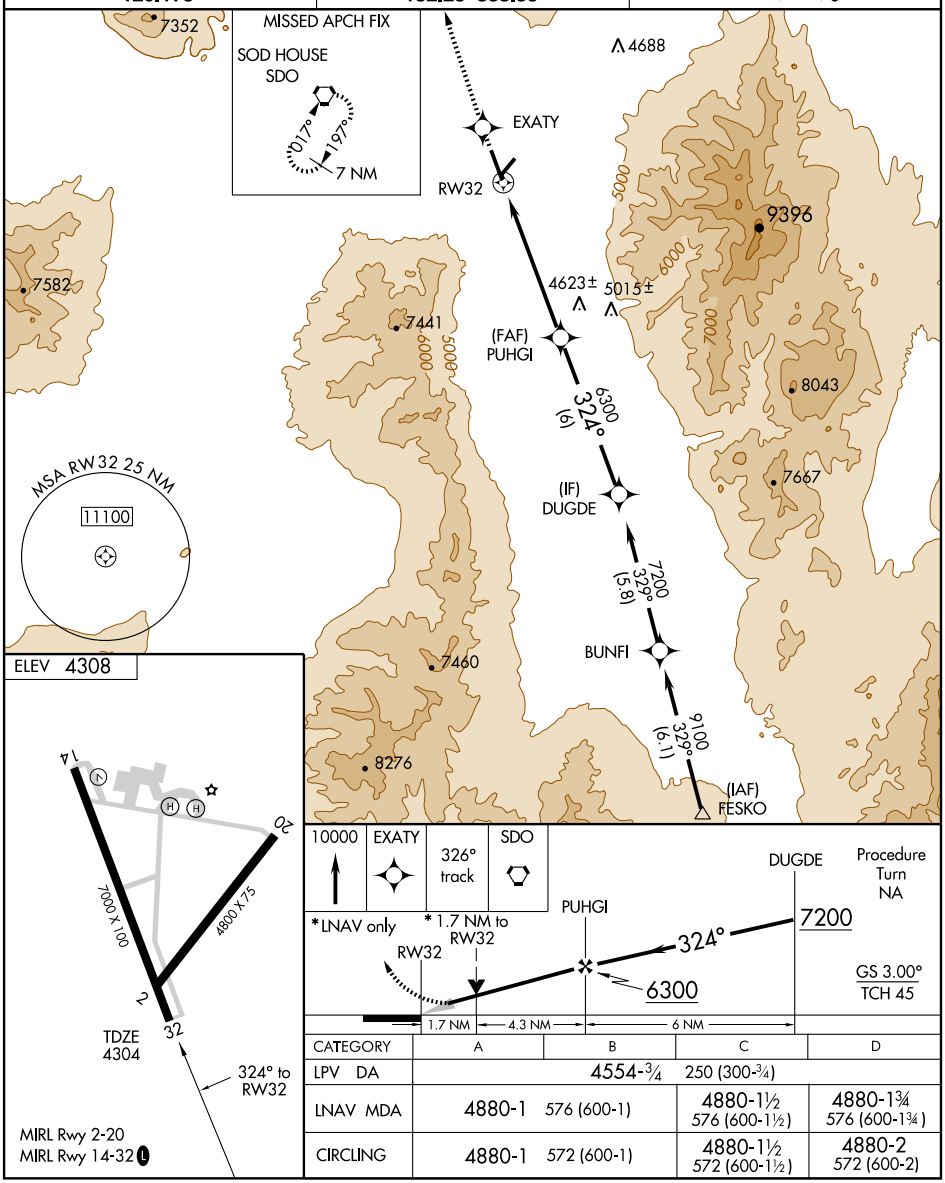
RNAV (GPS) RWY 32

WINNEMUCCA MUNI (WMC)

If local altimeter setting not received, use Battle Mountain altimeter setting and increase all DAs/MDAs 140 feet.
DME/DME RNP-0.3 NA.
VDP NA when using Battle Mountain altimeter setting.

MISSED APPROACH: Climb to 10000 direct EXATY and via 326° track to SDO VORTAC and hold.

ASOS	SALT LAKE CITY CENTER	UNICOM
120.175	132.25 338.35	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	4554-¾		250 (300-¾)	
LNAV MDA	4880-1	576 (600-1)	4880-1½ 576 (600-1½)	4880-1¾ 576 (600-1¾)
CIRCLING	4880-1	572 (600-1)	4880-1½ 572 (600-1½)	4880-2 572 (600-2)

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010

VOR/DME INA	APP CRS	Rwy Idg	7000
108.2	146°	TDZE	4299
Chan 19		Apt Elev	4304

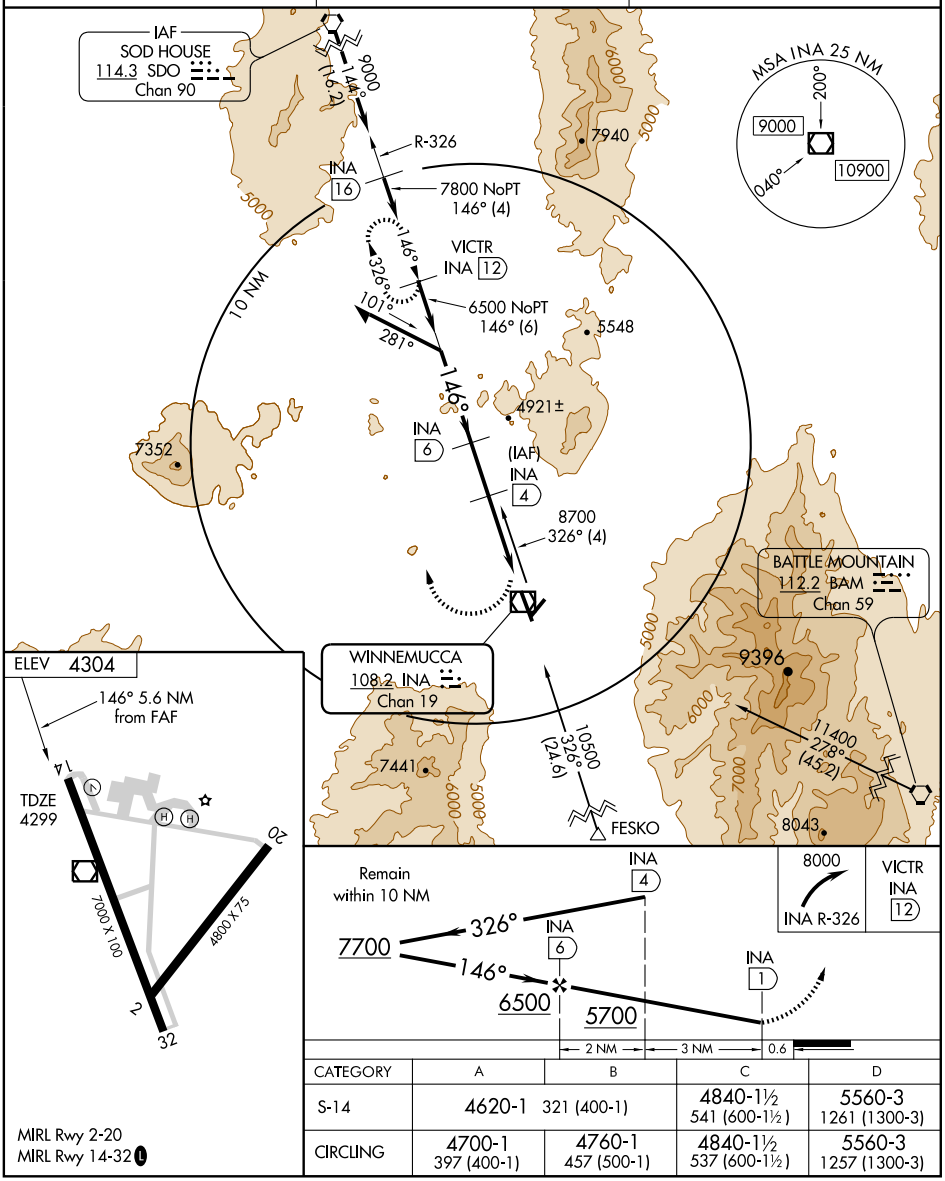
VOR/DME RWY 14

WINNEMUCCA MUNI (WMC)

ACTIVATE MIRL Rwy 14-32-CTAF.

MISSED APPROACH: Climbing right turn to 8000 via INA R-326 to VICTR DME Fix and hold.

ASOS	SALT LAKE CITY CENTER	UNICOM
120.175	132.25 338.35	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-14	4620-1	321 (400-1)	4840-1½ 541 (600-1½)	5560-3 1261 (1300-3)
CIRCLING	4700-1 397 (400-1)	4760-1 457 (500-1)	4840-1½ 537 (600-1½)	5560-3 1257 (1300-3)

MIRL Rwy 2-20
MIRL Rwy 14-32 L

SW-4, 21 OCT 2010 to 18 NOV 2010
SW-4, 21 OCT 2010 to 18 NOV 2010